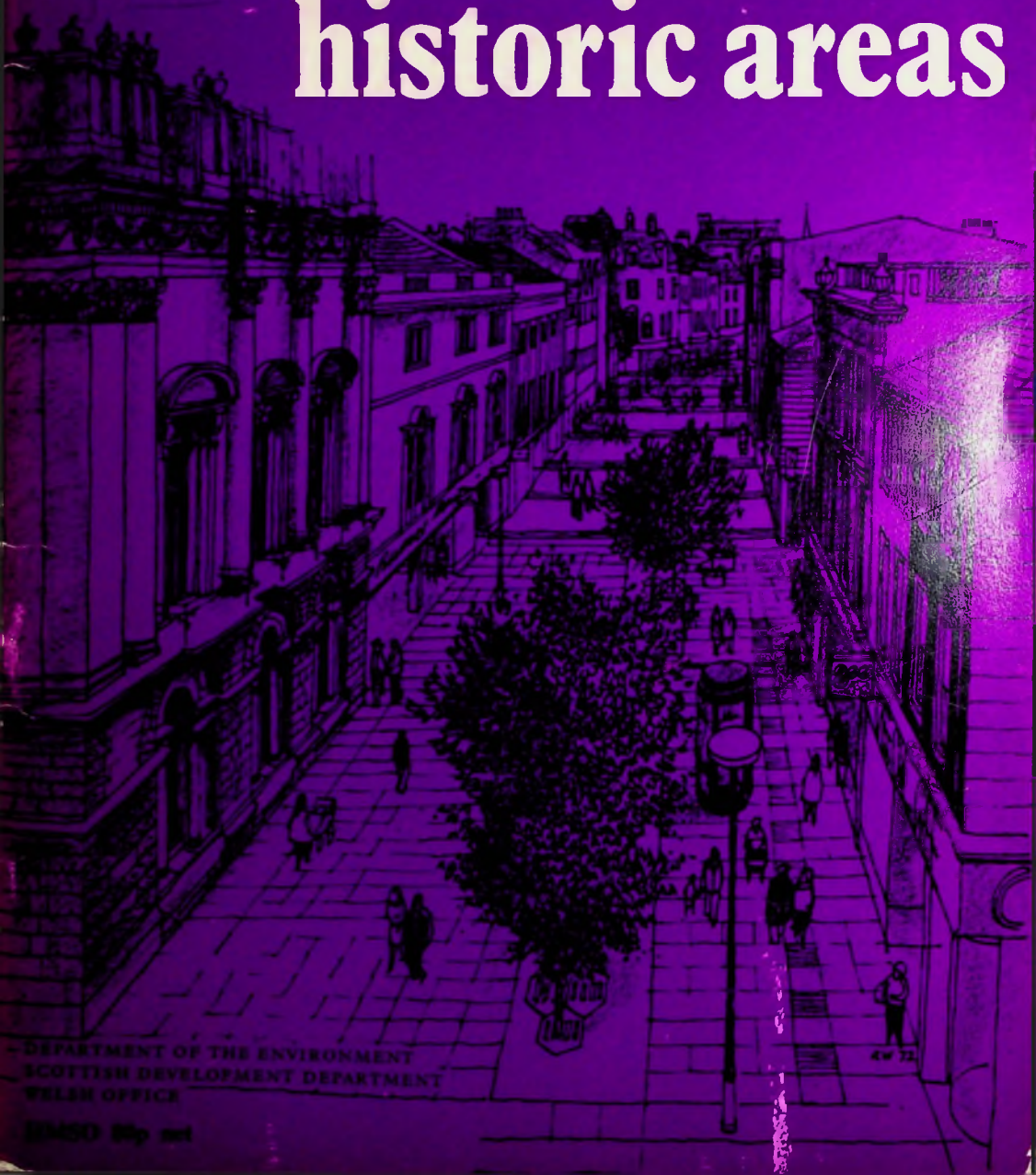


ASPECTS OF
CONSERVATION
TWO

New life for historic areas



DEPARTMENT OF THE ENVIRONMENT
SCOTTISH DEVELOPMENT DEPARTMENT
WELSH OFFICE

HB 850 89p net

New life for historic areas

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SCOTTISH DEVELOPMENT DEPARTMENT
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Introduction

In most historic areas, buildings cannot be considered as separate items. They are part of a total environment, all the buildings and spaces combining to create a street scene or a complete townscape. This booklet is concerned with projects that enhance these areas. It illustrates schemes concerned with environmental improvement, especially in Conservation Areas.

The schemes are by no means a complete catalogue of all that is being done. They have been chosen to show the variety of authorities and organisations that can be involved in improvement work throughout Britain, and something of the range and scale of success that can be achieved.

This publication should be particularly helpful in view of the introduction of the new grant under Section 9 of the Town and Country Planning (Amendment) Act, 1972. The grant can be paid by the Secretary of State for the Environment and the Secretaries of State for Scotland and Wales, on the advice of their respective Historic Buildings Councils, for expenditure on the preservation or enhancement of an outstanding Conservation Area. The booklet points the way to ideas for schemes that might be considered for the new grant, since both it and the grant are concerned with the environment of historic buildings.

Buildings rely on their surroundings in order to function efficiently and economically. Roads, parking facilities, open space, street lighting for example, are all required to service the individual buildings; they form part of the environment too. If these things are badly planned or completely outworn, the environment deteriorates—danger, noise, fumes and eyesores all become more intrusive. The environment becomes less pleasant and less efficient and consequently the buildings become economically vulnerable. Environmental improvement is therefore just as important to conservation as is the proper repair and maintenance of the fabric of an historic building.

Whilst many areas will require comprehensive treatment on a large scale by the local authority, for example to remove unnecessary traffic, environmental improvement is also concerned with a wide range of comparatively simple things that do not necessarily involve massive expenditure. Many improvements can be made by voluntary bodies and even school children have a part to play. Most towns have some potential that is worth exploiting. Canals and river banks, derelict open spaces, all lend themselves to voluntary work in improvement.

Environmental improvement should not be thought of as a once and for all activity; it can progress towards a final objective over a number of years. For example, although the long-term aim may be to close a street to traffic, the full treatment of landscaping with trees and new paving may not be practicable at first, but it may still be possible, as an initial stage, to reduce the amount of traffic to a more acceptable level by traffic management.

The successful appearance of improvement schemes invariably depends upon three qualities: simplicity of design, durability and ease of maintenance. In historic towns, the buildings themselves are usually of sufficient interest to make complicated arrangement of flower beds, multi-coloured paving, or ornate dwarf walls unnecessary. Simple surfaces, with occasional changes of texture that have some significance in terms of activity or pedestrian movement, nearly always look best and function well. It is also important to maintain a feeling of regional character in the landscaping treatment; the use of local materials, perhaps salvaged from neighbouring redevelopment schemes, is often possible. A store run by the local council or preservation trust can provide a valuable supply of materials for use in Conservation Areas.

It is now for all concerned—the local authorities, voluntary bodies, private owners—to see how they can apply the lessons of the schemes in this booklet to their areas.

Schemes

Scheme One shows many aspects of conservation and particularly how restoration work was stimulated by improvements to amenities and financial assistance from the local authority

- ONE **Comprehensive action in town's historic core**
Poole, Dorset

Schemes Two to Five cover the varying degrees to which traffic has been reduced to make it compatible with the area's activities

- TWO **Volume of holiday traffic halved in fishing village**
Polperro, Cornwall
- THREE **Pedestrians given priority in city centre**
Leeds
- FOUR **Shoppers and traders benefit from traffic-free street**
Eign Gate, Hereford
- FIVE **Small shopping street revitalised**
Sir Simon's Arcade, Lancaster

Schemes Six and Seven show that both public and private car parks can be integrated into the townscape by good landscape treatment

- SIX **City tackles parking problem**
Chichester, Sussex
- SEVEN **Cooperation by owners achieves car park**
Charlotte Square, Edinburgh

Schemes Eight to Eleven illustrate a variety of sympathetically handled road improvements

- EIGHT **Square's quality restored by rationalisation of traffic**
Twyn Square, Usk, Monmouthshire
- NINE **Road widening respects village character**
Shorwell, Isle of Wight
- TEN **Roundabout simplifies T-junction**
Winchester, Hampshire
- ELEVEN **Approach enhanced by paving**
Castle Forecourt, Nottingham

In Schemes Twelve to Fourteen, enterprising individuals and groups have imaginatively exploited neglected historic assets

- TWELVE **Derelict canal and locks transformed into a recreational amenity**
Widcombe Locks, Kennet and Avon Canal, Bath
- THIRTEEN **School children carry out environmental improvements**
Helmsdale, Sutherland
- FOURTEEN **Industrial history comes alive**
Ironbridge Gorge, Telford, Shropshire

Schemes Fifteen to Seventeen are concerned with a diversity of landscape and similar improvements done by local authorities

- FIFTEEN **Urban grave yard becomes a peaceful public garden**
Parish Church, Croydon
- SIXTEEN **City enhances the settings of its historic buildings**
Bath
- SEVENTEEN **Garden created around Roman excavations**
East Bight, Lincoln

Schemes Eighteen to Twenty show the range of possible face-lift operations which can be organised by civic societies, local authorities, property owners and private bodies

- EIGHTEEN **Special occasion gave momentum to face-lift**
Caernarvon
- NINETEEN **Buildings cleaned in Conservation Areas**
St George's Square, Huddersfield; Queen Victoria Street, Leeds
- TWENTY **Specially designed bus shelter replaces advertisement hoardings**
Clifford Street, York

Improvements need not be only on the ground. Schemes Twenty One to Twenty Four demonstrate changes above eye level.

- TWENTY ONE &
TWENTY TWO **Undergrounding of wirescape gives opportunity to reorganise street lighting**
Plympton St Maurice, Devon
Thorpe le Soken, Essex
- TWENTY THREE **Street lighting complements architectural quality**
Edinburgh
- TWENTY FOUR **Forest of aeriels reduced by television relay system**
Marlborough, Wiltshire

The last two Schemes indicate that pressure for redevelopment can be absorbed on backland and that new building can contribute to an area's revitalisation

- TWENTY FIVE **New development opens up backland**
Curfew Yard, Windsor, Berkshire
- TWENTY SIX **New Town revives Old Town**
Harlow, Essex

Publications containing further information

Listed Buildings: Grading, planning control and grants

England and Wales: 'Protecting Our Historic Buildings, a guide to the legislation', available from the Department of the Environment, 2 Marsham Street, London, SW1

'Scotland's Historic Buildings, a guide to the legislation which protects them', available from the Scottish Development Department, Room H607, Argyle House, 3 Lady Lawson Street, Edinburgh, EH3 9SF

Reports and details of Award schemes

The Civic Trust, 17 Carlton House Terrace, London, SW1Y 5AW

The Prince of Wales Awards, 15 Wellfield Court, Bangor, Caernarvonshire

Highland Village Schemes, Crofters Commission, 9 Ardross Terrace, Inverness

Better Britain, a competition for young people, The Nature Conservancy, Attringham Park, Shrewsbury, Salop SY4 4TW

Relevant grants

Civic Trust Newsletter, July 1972/32

General Improvement Areas

Department of the Environment Circular 65/69

Civic Trust Newsletter, May 1972/31

Street Improvement Schemes

'Pride of Place', a manual for those wishing to improve their surroundings, published by the Civic Trust, London

Stone cleaning

British Research Station Digests Nos. 113 and 125, obtainable from Her Majesty's Stationery Office

'The Architects' Journal': Technical Studies 1, 2 and 3 in issues 23.8.72 and 30.8.72

Street lighting

Civic Trust Newsletter, September 1972/33

Trees

'Tree Sense', the Council for the Protection of Rural England, 4 Hobart Place, London SW1 0HY

'The Care of Trees', the Scottish Civic Trust
24 George Square, Glasgow C2

Organisation of local amenity societies

'How to start a Civic or Amenity Society', the Scottish Civic Trust

Drawing note

Unless otherwise stated, dotted lines on plans mark boundaries of Conservation Areas, designated under Part I of the Civic Amenities Act 1967

Wherever possible, photograph viewpoint given with triangular arrow and appropriate letter reference.

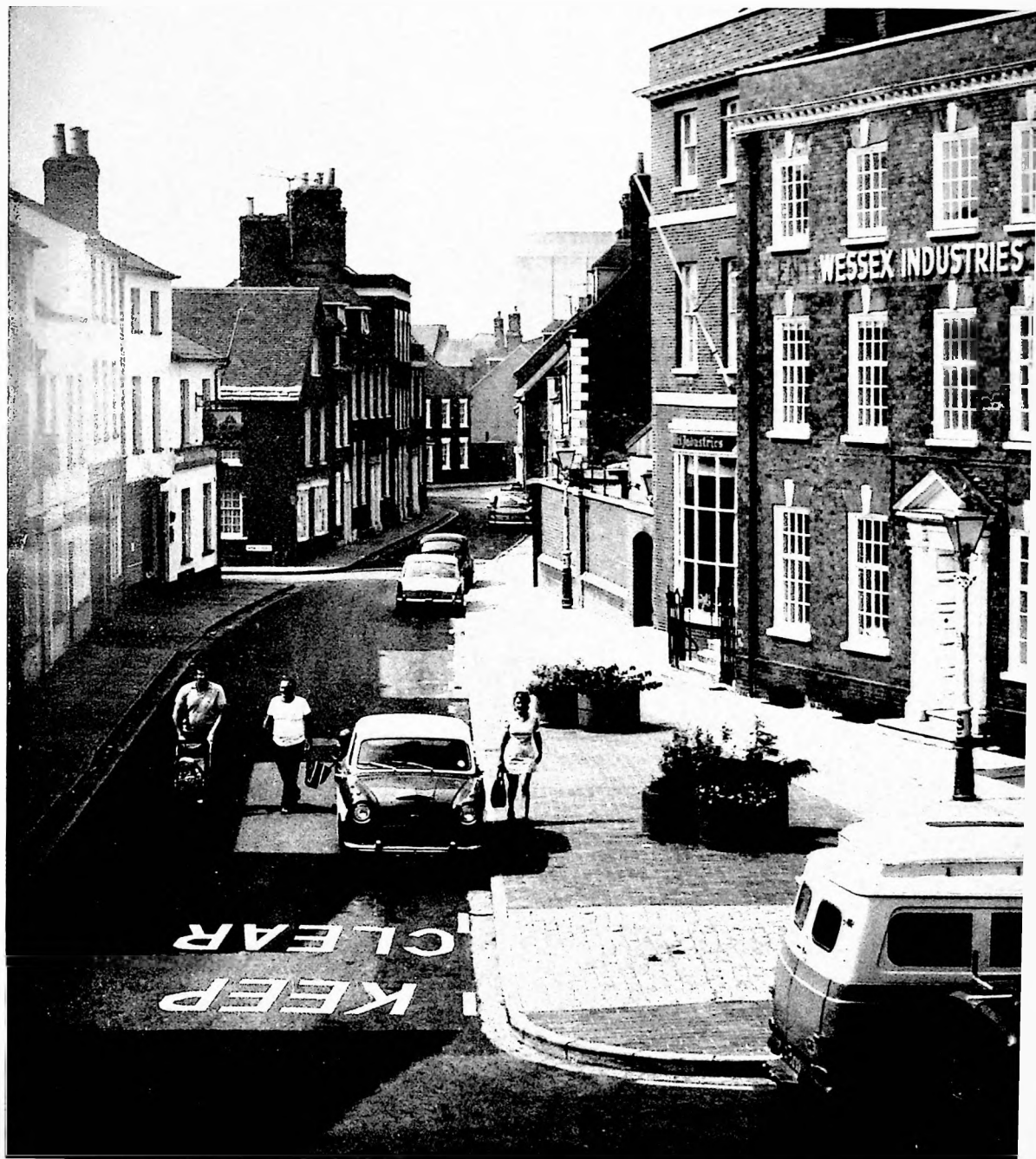
Ramps and steps up shown with small arrows.

ONE

Comprehensive action in town's historic core

Market Street, Church Street, Thames Street, Poole, Dorset.

▼ 18th century houses in Market Street;
planting, newly laid paving and renovated
street lights contribute to the area's
overall improvements A



New road works in the vicinity drew attention to the need for positive action to preserve the declining historic heart of Poole. The removal of through traffic presented the opportunity to recreate a pleasant residential and shopping district. The Borough Corporation took the initiative and acquired land and several properties in poor condition. A Special Precinct Area was defined. By removing some non-conforming users, improving facilities for garaging and servicing and making finance available, they gave private owners the incentive to undertake the restoration of individual houses. At the same time, the Corporation added new buildings to the Area and implemented extensive landscape improvements to the streets and spaces around buildings. Recently they completed renovation of the Old Guildhall, converting it to a Museum. In all, more than half the Listed Buildings remaining in the Special Precinct have now been restored and proposals are in hand for those still requiring attention.

Architectural and townscape value

The axis of the Special Precinct Area (which forms the greater part of a proposed Conservation Area) is Market Street–Church Street, running parallel to the High Street. From a broad space in front of the Old Guildhall, it narrows and twists southwards to the openness of grass and trees around the Church; from here Thames Street runs down to the Quay. The quiet of residential Market and Church Streets contrasts with the commercial bustle of the High Street and Quay. More than 50 buildings in the Area are on the Statutory List and 10 on the Supplementary. Notable is the Guildhall (1761) with its cupola, arched ground floor, pedimented gable ends and pair of curved external entrance staircases to the upper hall. St James's Church, rebuilt 1821, is late Georgian Gothic. Houses in the Area are good examples of early Georgian domestic design; brick, 2 and 3 storeys with tiled roofs, some have elaborate door surrounds and original sash windows with astragals. Both private and Local Authority new housing respect heights, sizes of unit and materials of existing buildings. The Guildhall Court flats received a Housing Medal in 1970 and a Civic Trust Commendation in 1971.

Implementation

In 1966, the Corporation made Compulsory Purchase of 7 parcels of land behind Nos. 10–24 High Street; this enabled Cinnamon Lane to be replaced by a new service road and space to be cleared south of Market Street–Church Street for new flats and garages. Since 1968, the Corporation have been buying up dilapidated houses, selling them freehold or on 99-year leases to intending occupiers on condition that satisfactory repair work is carried out. They made mortgages available to purchasers and Discretionary and Standard Housing Improvement Grants wherever applicable.

In this way, without requiring Historic Buildings Grants, the Corporation have been directly responsible for the restoration of 15 houses in the Area; 18 other properties have been renovated by their owners, some also receiving Improvement Grants.

Work done by the Corporation

Clearing of back land and creation of service road with brick boundary wall behind High Street; 14 garages built here, also 10 by Guildhall Court. Some of the 34 flats built (1971/72) in Cinnamon Lane are for elderly people; these and 5 units in the Church Street Almshouses are linked by a call-bell system to the resident warden. 23 flats and maisonettes were built near the Guildhall in 1969. Restoration of Old Guildhall. Slate pavements laid; existing and second-hand stone flags relaid at north end of Market Street. 20 early local street lights rescued, converted to electricity, repainted and installed in Precinct Area. Circular concrete plant containers provided. Shrubs, grass and semi-mature trees planted.

Examples of costs

Garages in Cinnamon Lane £526 each including land. Street lights £35 each. 12 plant containers £181. Slate paving £5.30 sq.m. inclusive of laying. Direct labour used for all landscape work.

Architect

G. Hopkinson, Borough Architect and Town Planning Officer, Poole.



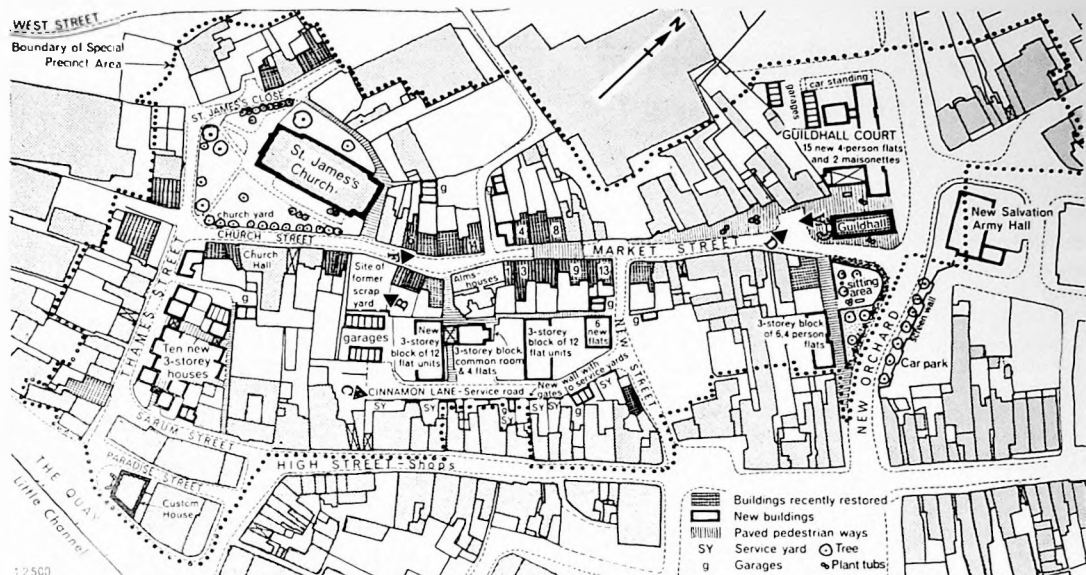
▲ A scrap dealer's yard in Church Street has now been cleared and the site made available for houses, with use of garages in Cinnamon Lane B

▼ New rear service lane and entrances to yards and garages north of High Street shops C



▼ New buildings enclose a corner of Market Street D





▼ *Caution*
Victorian
lamp posts
still in use E

▼ Restored Grade II houses frame the view towards the fine Guildhall which forms the focal point closing the north end of Market Street F



Volume of holiday traffic halved in fishing village

The Coombes and Fore Street (A387), Talland Hill, The Warren and Landaviddy Lane; Polperro, Cornwall.

The growing tourist trade now brings tens of thousands of visitors to Cornish coastal villages each year. Their steep narrow streets were never intended for any form of wheeled transport, yet in Polperro at peak holiday times over 1,500 motor vehicles per day were entering the confined street spaces to the detriment of residents, some 20,000 pedestrian visitors daily, and of the whole village environment.

Polperro is one of six places where the County Council have tackled the acute traffic problems being generated by imposing Road Traffic Orders; these restrict access during summer months to vehicles belonging to residents, resident visitors and those actually having business in the village.

Car park provision has remained basically unchanged; there is a large park just outside the restriction point at Crumplehorn, and 5 small private ones further down the wider part of the A387.

Architectural and townscape value

Polperro is a typical Cornish fishing village; sited around its harbour at the foot of high cliffs and approached by narrow winding lanes, it is a designated Conservation Area. Irregular building lines are created by the small-scale colour-washed houses, many Statutorily Listed as of historic or architectural importance.

The A387, entering from the north and terminating near Saxon Bridge, carries the majority of traffic into and out of Polperro; for 365m south of Crumplehorn the carriageway is wide enough for large vehicles travelling in opposite directions to pass each other; thereafter it narrows considerably, reducing in Fore Street to as little as 2.25 m. It thus becomes impossible for vehicles to turn round, and unsuspecting motorists have no alternative but to use one of the unclassified roads out of the village. Eastwards, Talland Hill, often as steep as 1:5, has most of its carriage width less than 3.7 m. (minimum 2.2 m). To the west, Landaviddy Lane varies between 4.75 m and 2.6 m, with gradients and alignments difficult to negotiate.

Implementation

Information about the scheme was disseminated by means of two booklets, issued free to every householder in Polperro and involved or interested organisations. Proposals were discussed between representatives of the County Council, Rural District Council, Parish Councils and the Police and two meetings were held with the Chamber of Trade and Commerce. Following successful operation of the Experimental Order in Summer 1967, the Permanent Order came into effect in 1968. The selective restrictions operate each year from 1st June until 30th September inclusive.

It is then an offence under the Road Traffic Acts for vehicles not requiring access to go beyond the 3 terminal points; enforcement of the Order is carried out by the Police. The Automobile Association and Royal Automobile Club gave unconditional support to the scheme.

Work done

Preparation of all information for discussion prior to making Orders. Then installation of warning and restrictions signs at appropriate points on approach roads. Windscreen stickers issued to identify exempted cars.

Engineer

W. B. Edwards, County Surveyor, Cornwall.



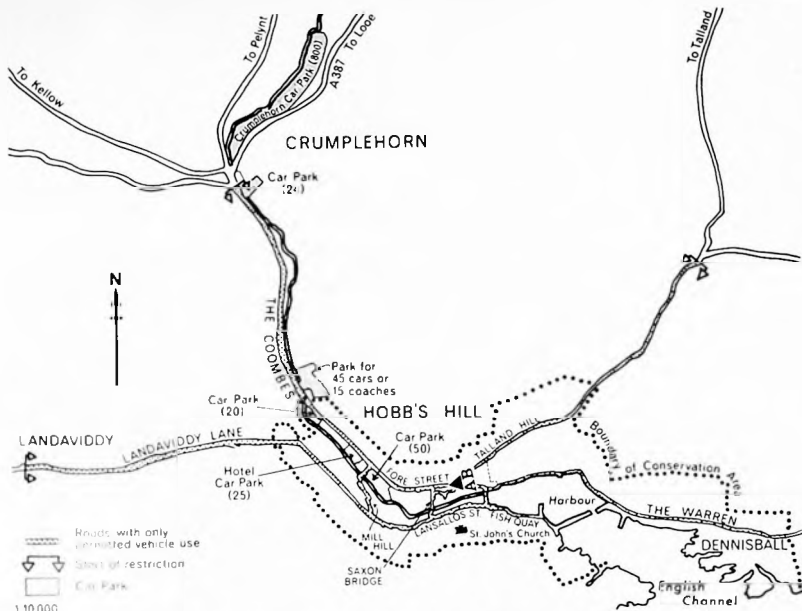
CORNWALL COUNTY COUNCIL

▲ All permitted cars are issued with free windscreen stickers (this size); there is no evidence of their misuse, or of overnight visitors having difficulty obtaining them



▲ In 1966, the year before restrictions were applied, over 1,000 vehicles were recorded during a period when 21,690 pedestrians were counted traversing the same extremely narrow section of Fore Street. The potential danger in such congested conditions is considerable and emergency access was seriously impaired. ▲

Since operation of the Traffic Order, the number of vehicles entering the area has been reduced by over 50%, but pedestrian holiday-makers are as numerous as ever. ▶



400 yds AHEAD
 Pedestrian and Public
 Service Vehicle access
 only to village centre
 for day visitors

8am-8pm



Except for
 access

**Beyond this point
 only exempted
 vehicles permitted**

▲ Advance warning and
 restriction signs sited on
 approach routes C & D



Pedestrians given priority in city centre

Leeds 1: Land's Lane, Commercial Street, Bond Street, Bond Court.
2: Queen Victoria Street, Kirkgate, Fish Street, Central Road.

As part of overall traffic proposals, 900 metres of busy streets in Leeds' commercial heart have been paved over. Phase 1, finished December 1970, took 13 weeks; its success generated public support which encouraged the Council to proceed with Phase 2 early 1972. Parking is prohibited in the precincts and day-time traffic restricted to essential vehicles. Redevelopment in Boar Lane continues the pedestrian network and has improved rear access for older premises in Commercial Street. Precinct/road intersections are marked by changes in road surface colour. Functional landscape treatment relates to adjacent buildings.

Architectural and townscape value

Three small Conservation Areas include most of the scheme and the Victorian Arcades. Buildings are of mixed styles; frontages and heights vary. The Gothic Church Institute 1868, Neo-Greek Leeds Library 1808 and 'Leek and Westbourne Building Society' 1855, all Listed Grade II. Many other properties are good examples of late 19th/early 20th century commercial design, with elaborately detailed upper storeys. Commercial Street's curve focuses attention on its junction with Land's Lane; the Market Dome is seen from Kirkgate; a bend and change of level at Bond Street add interest; trees now close vistas, separating precincts from adjacent streets. Street character is informal; widths range from 4.5 m to 17 m; seats, planting and blue brick paving reduce the scale. Queen Victoria Street, part of a Leeds Estate Company development 1898-1900, is red brick, terra cotta and orange faience; some original shop fronts remain; landscaping reflects its symmetry; bands of red paviers linking opposite buildings echo the shop unit module; new wall-mounted street lights illuminate recently cleaned facades, (see Scheme Nineteen).

Implementation

Survey, programme and detailed designs prepared. Proposals publicised and the cooperation of other authorities, property owners, tenants, Leeds Civic Trust and the public enlisted. At all stages occupiers informed of how work would proceed. Old footpaths repaved first, to allow pedestrian access while former carriageways excavated and paved. Narrower roads done in short lengths to keep carry-distances to 23 m; elsewhere one side at a time completed so vehicle movement could continue. Rapid-hardening cement enabled use of areas after 48 hours. For security, opening up and reconstruction of cellars had to be finished within the working day. For Phase 2, January-March 1972, light-framed polythene tents (28 sq.m) were used over working positions, with heaters, heated aggregate and a flexible programme to ensure continuity. Special vacuum equipment is used to clean precincts.

Work done

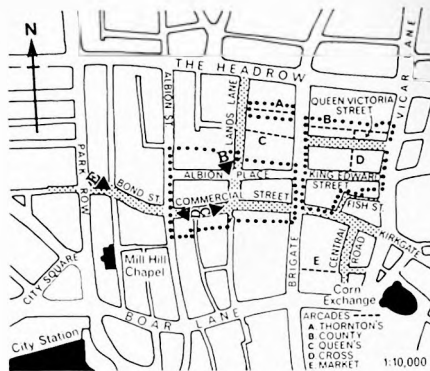
Statutory Authorities supplied details of underground services and did any proposed work in advance of the paving contract; careful design minimised alterations to existing cables etc. Macadam surface removed and concrete channel blocks laid. Original paving reused where in good condition. Precast non-slip concrete paving laid between brick bands; hexagonal slabs and grilles round trees. Square slabs are York stone aggregate with added lime-stone; those bearing traffic are reinforced. Seats, litter bins, bollards and traffic restriction signs installed. Corporation Parks Department planted 8 Limes, 3 Sugar Maples, 1 London Plane 19 semi-mature Cornish Elms.

Costs

Phase 1 contract £62,500. Phase 2 contract approximately £63,000. Schools, youth groups and Leeds Civic Trust contributed to tree-planting. Trust sponsored a design competition for the water feature in Land's Lane.

Architect

E. Weston Stanley, City Architect, Leeds.

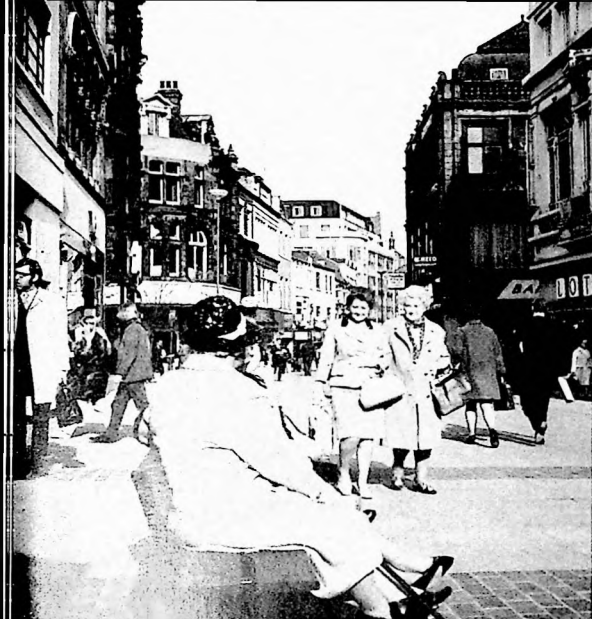


▼ The pedestrian area is linked to car parks, railway and bus stations by an experimental low-speed mini-bus service. A



▼ Vehicles, other than those servicing shops, are prohibited for 8 hours a day; although access is allowed at other times, few vehicles enter the area. B





▲ Street scene of Victorian and Edwardian buildings in London's Old Street, where conflict of traffic with pedestrians has been eliminated. ©

▼ Illuminated shop windows and lights incorporated in bollards add brightness after dark. ©

▲ Paving textures, tree planting and public street furniture are related to underground and cellars and define a route for residents.



Shoppers and traders benefit from traffic-free street

Eign Gate, Hereford.

At a public meeting in Hereford Town Hall in February 1969, the experience of foot streets elsewhere in Europe was described and part of Eign Street proposed for pedestrianisation. The building of an Inner Relief Road enabled the re-routing of traffic and the eastern section of Eign Street has been paved over and re-named Eign 'Gate'. Most premises already had rear access to Bewell Street or West Street, although some trolleying is still preferred. Four car parks are within five minutes walk. The Eign Street Traders Association has supported the 24-hour ban on all traffic except emergency vehicles. Improved business is reported in Eign Gate, where shops include several food retailers. Paving work was completed in time for the Three Choirs Festival in August 1970. An experiment to exclude traffic from High Town started May '72.

Architectural and townscape value

A large Conservation Area covers the entire centre of Hereford, including Eign Gate which runs in on a west-east axis from one of the city's six medieval gateways of the same name.

All Saints Church spire rises above the north east corner of Eign Gate, twinned by the more distant spire of St Peter's which forms a focal point to the eastward view. Although at its west end the precinct terminates at the subway, the view out is pleasantly closed by the Hotel and No. 30 Eign Street, on the far side of Victoria Street. The 190 m-long precinct is relatively narrow; the slight curve and variation in building line reveal elevations and enclose the street space, which varies in width from 7 m to 12 m. Buildings are 2 or 3 storeys with pitched roofs; units are small, eaves heights irregular. Facades are 19th century or later, some retain 18th century structures behind them; generally plain, sash windows to upper floors, a few have more ornamental window surrounds etc. Some traders display goods on the outside of shop fronts during the daytime.

Implementation

The co-operation of Statutory Undertakers, Police and Chamber of Commerce enlisted; affected traders encouraged to form their own association to facilitate consultations and protect their own interests. No objections received to intermediate Temporary Traffic Orders, obviating the need for Public Inquiry. The Permanent Order, made June 1970, restricted traffic for 7 hours each day; the 24-hour ban was imposed October 1970.

Paving started at the west end and progressed eastwards; it took 9 weeks, excluding Saturdays; the advantage of uninterrupted work justified the expense of evening and Sunday labour.

The paved area is maintained by normal footpath sweepers; occasional oil droppings removed by steam squirting.

Work done

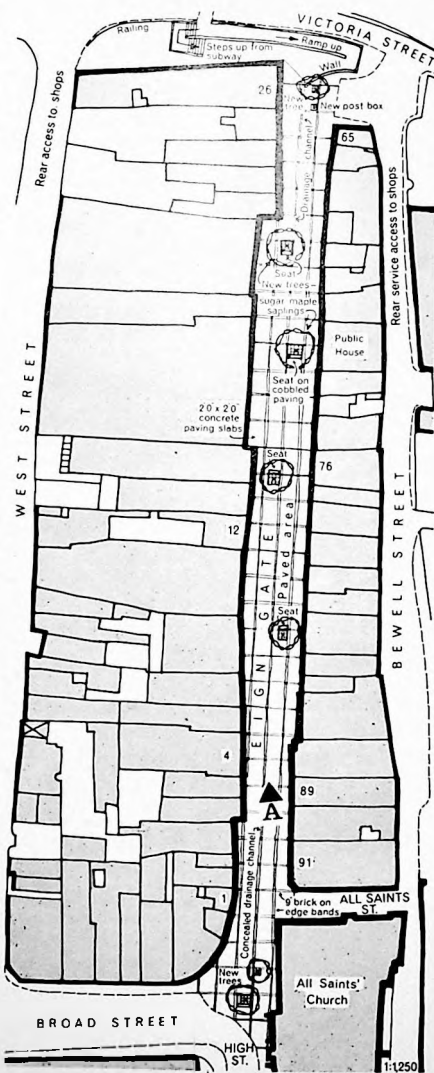
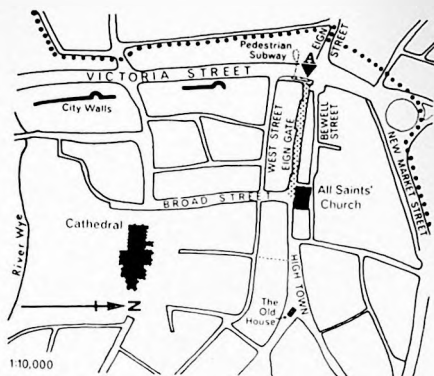
Regular spaced brick bands subdivide the area of square paving slabs. A purpose-detailed brick-edged drainage channel runs the length of the Gate. Slabs remove readily for access to underground services. Some unused basements had to be paved over, the City Council taking responsibility for their maintenance. Semi-mature Sugar Maple saplings planted; 2-course brick-on-edge kerbs surround tree enclosures planted with shrubs; seats placed under trees, in front of low brick walls which incorporate bulkhead light fittings. Brick pier specially constructed for post box. New wall-mounted high level street lighting scheme installed. Frontagers have redecorated elevations under a coordinated colour scheme.

Cost

With direct labour—paving, drainage, walls and street furniture £12,000.

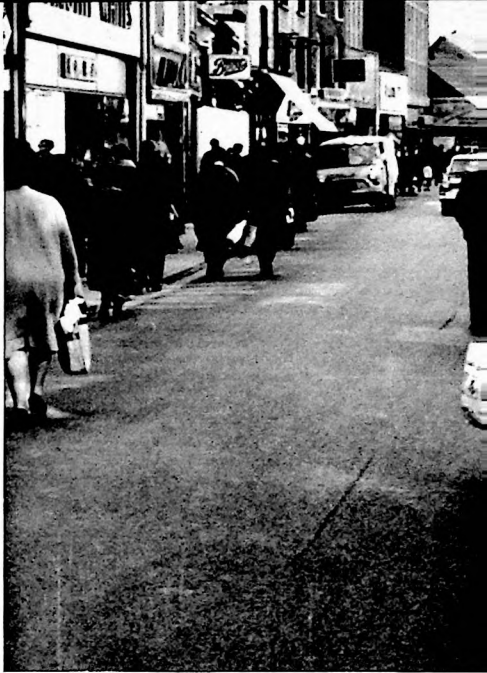
Surveyor

G. J. Roberts, City Engineer, Surveyor and Joint Planning Officer.



The narrow street where shoppers were formerly subjected to the hazards of traffic, A ►

▼ *has become a pleasant route from the city centre to bus stops and car parks, and to subways connecting the residential area west of the King Road and the world famous livestock market B*



Small shopping street revitalised

Sir Simon's Arcade, Lancaster.

Lancaster City Council raised an amenity rate, which now provides an annual sum of £22,000, of which £7,500 was spent in 1971 to implement six environmental improvement projects in different parts of the city. These included rehabilitation of canalside, gravestones laid as paving in St Mary's Churchyard, and the pedestrianisation of Sir Simon's Arcade, one of the small alleys running off Market Street at the west end of the shopping area. All vehicles have been excluded and the former road and pavements re-surfaced. A private development company has reconstructed the terrace of shops along the west side of the Arcade, retaining the original facades, and created a servicing yard to the rear, approached through an archway off King Street. Many of the properties had been vacant for some time; only 2 of the 11 restored on the west side have the former tenants; the shops are of specialist type, benefitting from their siting on a pedestrian through-route.

Architectural and townscape value

Sir Simon's Arcade runs south to north from the open area of the service road by the new Fish Market; 45 m in length, it tapers from 7.5 m to 4 m wide, as far as a narrow 10 m long archway under the upper floors of No. 51 Market Street. The restored buildings are stone-fronted, 2 and 3 storeys with low pitched slate roofs, and have repeating arcaded shop fronts. Buildings on the west side of the alley are larger scaled, as are those in Market Street.

The Arcade is in Lancaster's 'Market Square' Conservation Area.

Implementation

Details for the improvement scheme were drawn up early in 1970, but could not be put into effect until the restoration of the shops and provision for alternative service access was completed and the roadway statutorily closed. The property company's restoration work was done during Winter 1970. Closure of the street was effected under a Permanent Order in March 1971. The paving work took 6 weeks, and the scheme was completed with items of street furniture in place by June 1971.

Work done

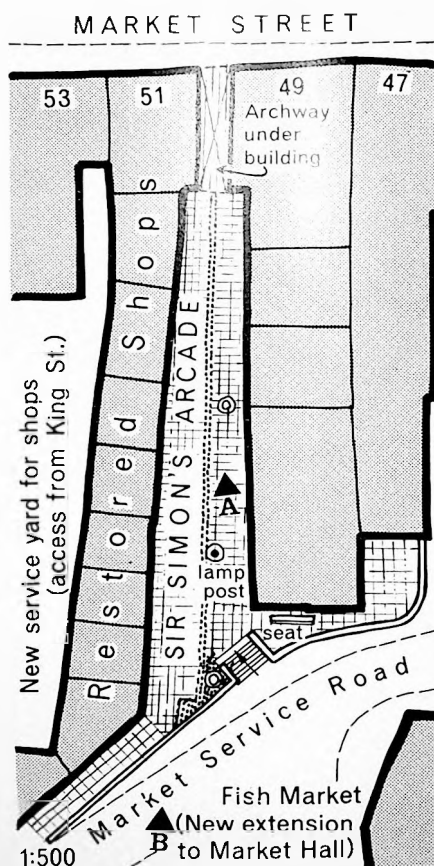
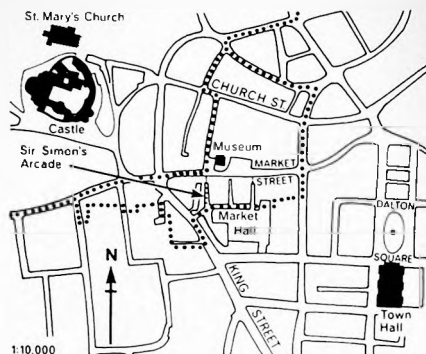
Clearing of former pavements and roadway, levelling off and repaving with square concrete flags; old stone paving recovered where possible and re-laid randomly at southern end. Construction of random rubble retaining wall at south end, mainly with stone salvaged from demolished cottages elsewhere in the city, and five steps up from Market service road. Drainage by a gutter of sets the length of the centre of the street with 3 grated gulleys, 15 m apart. Guard railings on top of retaining wall, lamp column, litter bin, seat and plant bowls positioned.

Costs

Paving, including setts and drainage	£1,810
Stone walling and special copings	412
Railing, litter bin, 2 flower bowls and lamp column	378

Architects

Reconstruction of west side shops: G. M. Baxter, Huddersfield.
Environmental improvements: E. A. Heppenstall, City Architect



Parked cars and service vans obstructed the previously uninviting narrow alley, A ▶

▼ *where shops have now been restored and a pleasant paved way created from the Market Hall to Market Street B*



City tackles parking problem

Central area, Chichester, West Sussex.

Since 1950, following Chichester City Council's decision to avoid multi-storey car parks within the City Walls for aesthetic reasons, a policy has been implemented to rid the main streets of parked vehicles by providing public car parks, both within and immediately outside the Walls. Those inside are smaller and higher priced, intended for short-stay users such as shoppers; outside, but less than 6 minutes walk from the Market Cross, are lower-cost spaces for longer term use, generally in larger parks. Now well-established, the car parks have been carefully landscaped to integrate with the surrounding built up parts of the city without destroying its compactness.

Approach to inner parks is via narrow secondary streets, often with entries and exits incorporated in a one-way system; those outside the Walls are off the Ring Road. All shops etc are very accessible from car parks; some premises have rear entrances for customers direct from the St Martin's and Baffin's Lane parks.

Architectural and townscape value

Chichester, a large Conservation Area, still has its Roman cruciform street plan surrounded by City Walls. At the intersection of the four axial streets, North, South, East and West, is the 16th century Market Cross. The Cathedral, Bell Tower, Bishop's Palace and other Grade I structures dominate the south west quadrant. Buildings represent all periods from Medieval to the present day, with a particular wealth of early Georgian properties in the Pallant and St Martin's quarters. Car parks within the City Walls have been sited on back land, formerly private gardens, but no longer needed as such, as houses became used for business and commercial premises. Landscape treatment uses the old garden dividing walls and mature trees wherever possible; additional screen walls, planting of flowering trees and shrubs further reduce the impact of parked cars. Individual parking spaces are not generally marked out, but rows are indicated where necessary in the larger areas.

Operation

All streets in the central area now have some degree of parking restriction, mostly a 24-hour prohibition. In the 17 existing car parks, 2,425 spaces are provided; proposed multi-storey parks outside each of the four city gates will make Chichester's total up to 7,000. The County Hall car parks (300 spaces) are available free of charge for public use on Saturdays. Although commercial vehicles are allowed into St Martin's, Baffin's Lane, South Pallant, East Pallant, South Gate and New Park Road for rear servicing of shops etc, generally parking is limited to vehicles not exceeding 700 Kg capacity; however, coaches are permitted in North Gate and South Gate parks, and there is no restriction in the Cattle Market. All car parks are closed between midnight and 6.0 a.m. except the Cattle Market, where overnight stays are allowed at 12½p per vehicle. The short-stay inner parks (28% of present provision) have about 3 times capacity turnover between 8 a.m.-6 p.m. Their charges vary; St Martin's being the most popular, is the most expensive, 5p for the first hour, thereafter 10p per hour. 'Car Park Full' warning signs are coupled to control gates and light up when all space is taken. Perimeter parks at present are free.

Costs

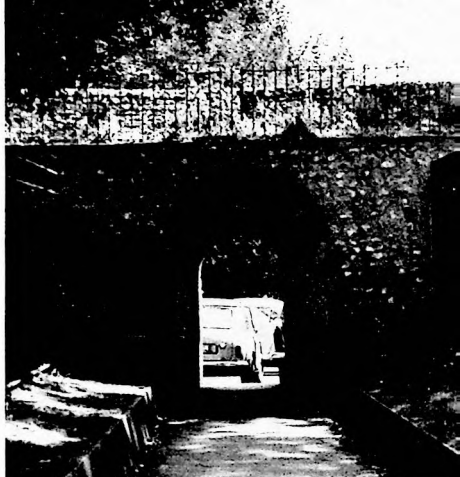
Examples of more recent capital costs:

Cawley Priory	1964	£ 3,536
Baffin's Lane	1962	£21,567
North Gate	1962	23,986
New Park Road	1969	12,000
South Gate	1970	24,472

Mechanical gates to St Martin's, East Pallant and Baffin's Lane £11,000
Annual running cost 1970/71, including wages, maintenance etc. £35,000
For the same period, income from parking fees approximately £41,000.

Engineer

Ian Wilson, City Engineer and Surveyor, Chichester.

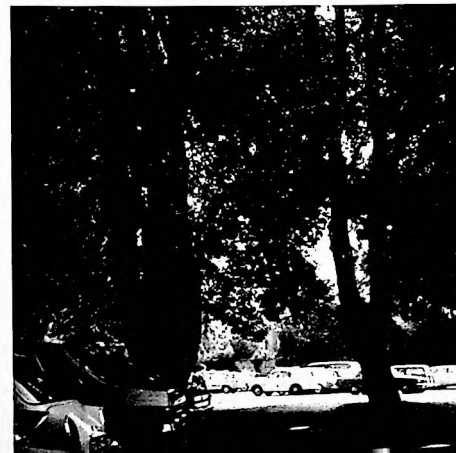


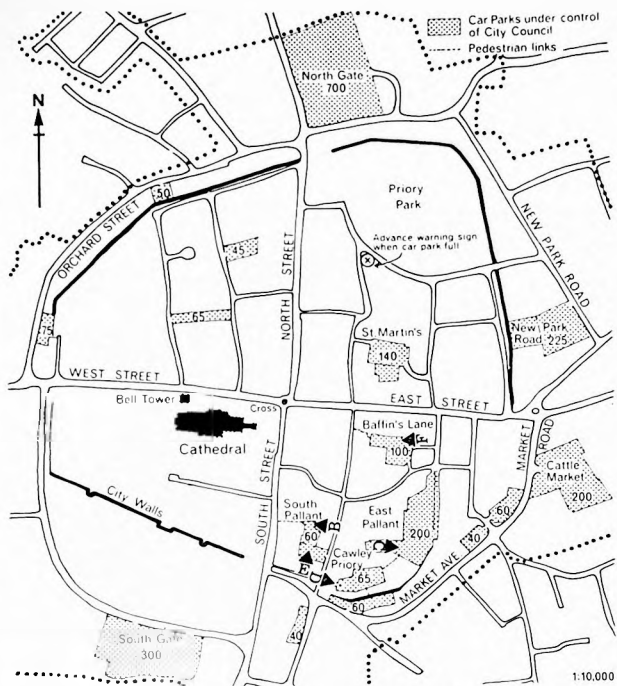
▲ Pedestrian link between Cawley Priory and Market Avenue via an existing archway in the City Wall A

▼ Walkway through to South Street from the corner of South Pallant car park B



▼ Large trees break up areas of parked cars C





▲ Entrance to Cawley Priory car park. Appropriate parking fees are paid to attendants on exit D



▲ Former garden walls, trees and shrubs retained to screen and subdivide parking areas E

▼ New backland development has been designed overlooking car parks F



Cooperation by owners achieves private car park

Gardens behind Nos. 3-10 Charlotte Square, Edinburgh.

The initiative for coordinated treatment of land behind eight properties on the north side of Charlotte Square, was taken by the National Trust for Scotland, which owns Nos. 5, 6 & 7, in April 1968; individual action could have been more costly and detrimental to the area's appearance. The private gardens were mostly overgrown, buildings fronting Charlotte Square now being mainly in office use.

Following a feasibility study, it was agreed to use the upper part of the site for a shared private car park, landscaping the rest. 6 car spaces per house were created, small gardens being kept behind Nos. 3, 4, 8, 9 & 10; on the northern part the area was made into a communal garden. The design included much new planting, retained all but one of the existing trees and required a single additional access from St Colme Street.

Agreement was reached with the owners of Nos. 1 & 2 to use their existing exit. Site work began in February 1970 and the car park was ready for use by September that year.

In 1972, using the same landscape architect, the owner of No. 10, who is now also owner of No. 11, undertook an extension of the scheme but, as he lives here, has retained a larger private garden.

Architectural and townscape value

The gardens are in Edinburgh's 'St Andrew's' Conservation Area. The 4 and 5 storeyed buildings are fine examples of terrace development; those fronting Charlotte Square, built to Robert Adam's early 19th century designs, are Listed Grade A; the St Colme Street terrace is later but also Graded A. The original boundary of the Moray Estate ran across the site, on the line of the new drive. The gardens' mature trees, screening the austere back elevation of Nos. 1-11 Charlotte Square, formed part of its original plan; they are important to the views south from Ainslie and Moray Places and provide visual continuity with the gardens along Queen Street. The ground drops 3 metres from south to north across the site.

Implementation

The National Trust for Scotland took responsibility for initiating and organising meetings and briefed the landscape consultants. Their study, submitted August 1968, also considered the alternatives of a shared garden, parking on the entire area or for a section adjacent to St Colme Street. The city's amenity societies were invited to comment on proposals before the implemented scheme was decided upon. A conservation agreement between the Trust and other property owners safeguards the continued amenity of the area. As well as a maintenance contract, there is an annual fund of £100 for bulbs and employing a disabled person a part-time.

Work done

Former high stone garden walls mostly removed; new lower random rubble walls built across the 5 shortened gardens, with gates on to parking area. Ground levels adjusted where necessary; access made from west end of St Colme Street; new 2.7 m wide macadamised drive taken across site. Parking areas levelled and standing for 48 cars laid out, with kerbs and paved areas around edges. More than 25 sapling trees planted, also shrubs, bushes, beds of wall plants, bulbs and grass.

Costs

Nos. 3-10, overall cost including professional

fees shared equally between the 8 houses

Later extension behind No. 11

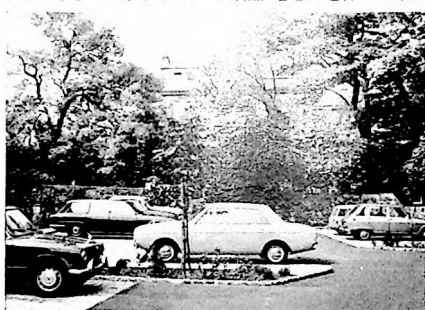
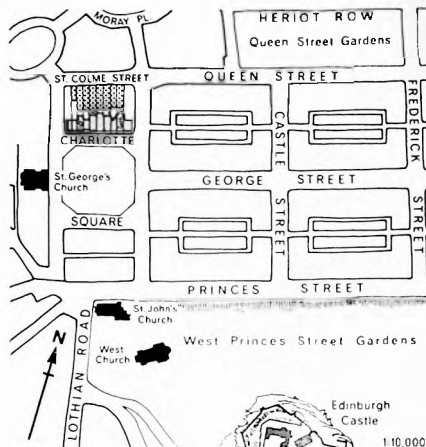
Work done without grant aid

approximately £16,000

approximately 2,500

Landscape Architects

William Gillespie and Associates, Glasgow.

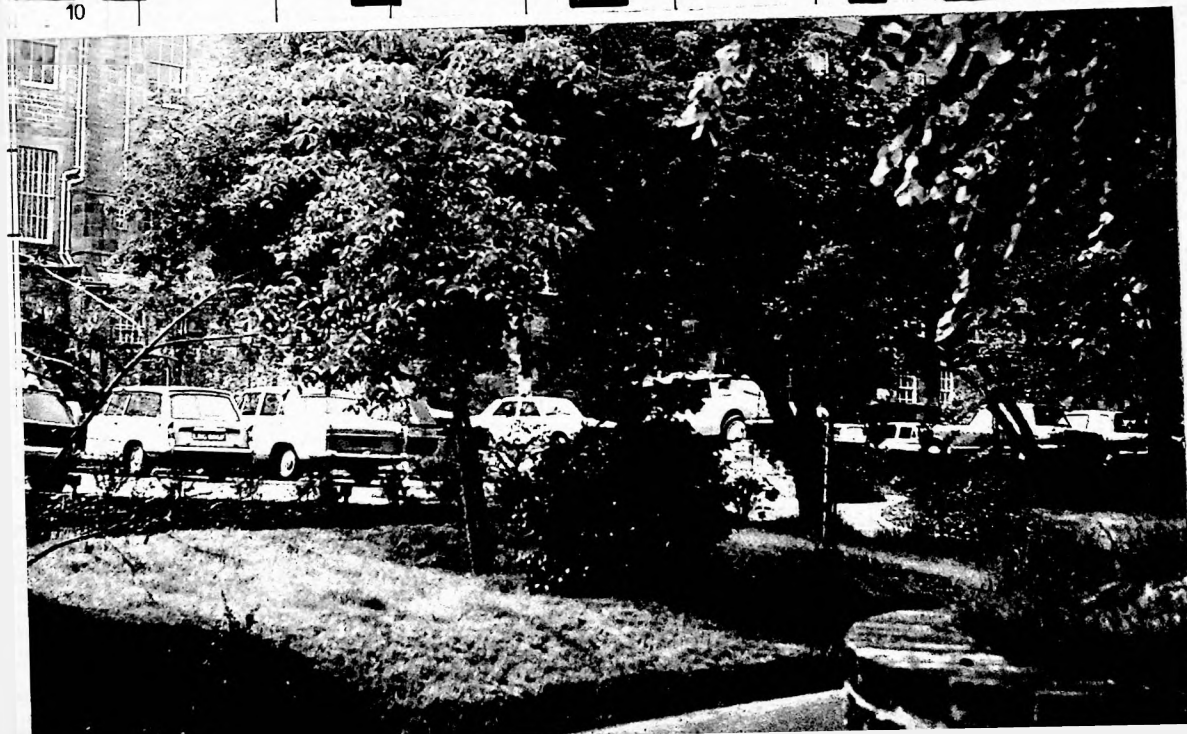
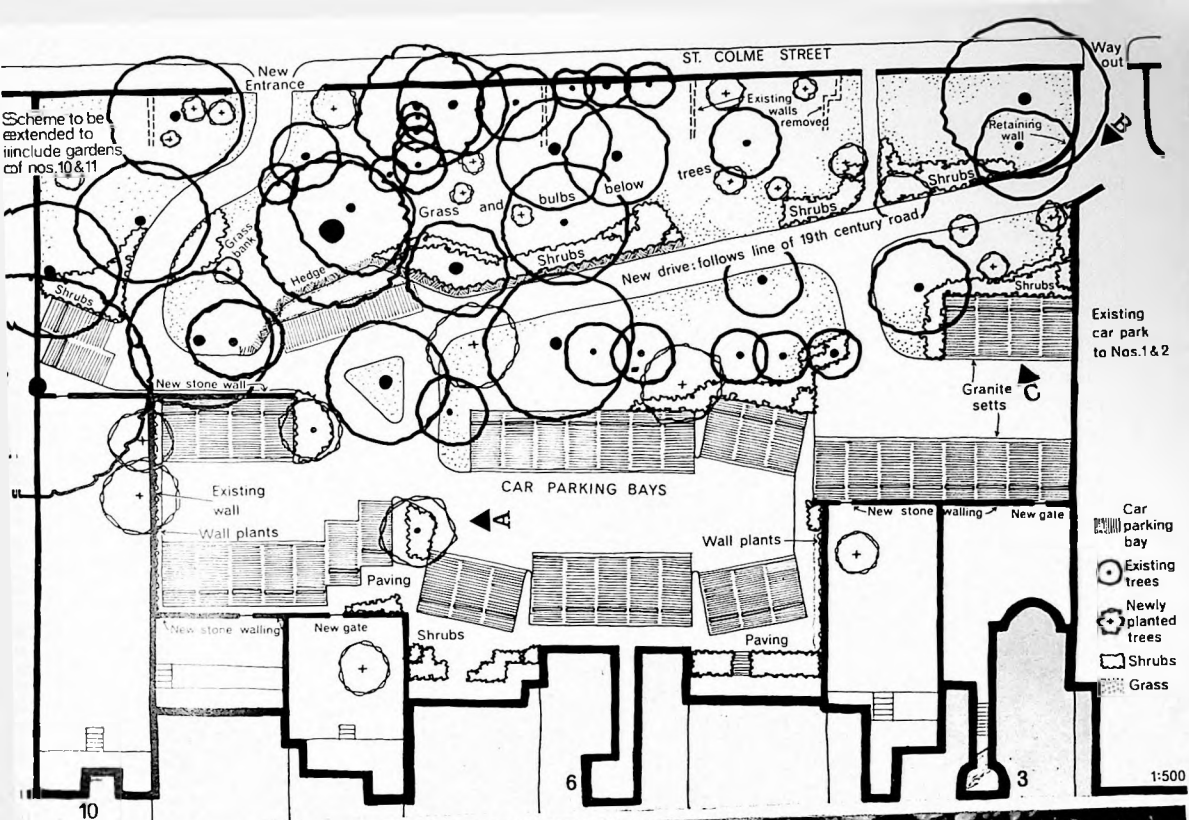


▲ Planting divides groups of parked cars A

Banks and trees screen cars and access drive B ►

▼ Setts delineate parking bays; wheel stops prevent bumpers oversailing paved areas C





Road widening respect village character

B3323, Shorwell, Isle of Wight.

The road from Newport into Shorwell bends as it passes the village church; it used to narrow at this point, running between high stone walls; sight lines were restricted and pedestrians, who had no option but to walk in the roadway, were endangered. To allow road widening and provision of a pavement, the old wall along the west side of the road has now been replaced by a new one set further back from the carriageway. Not only have the improvements eliminated the risk to pedestrians, but they have also enhanced the appearance of this part of the village, taking advantage of previously concealed mature trees.

Work completed Autumn 1967. Civic Trust Award received in 1968. Further improvements in the Newport direction are intended.

Architectural and townscape value

Shorwell lies 5 miles south-south-west of Newport. The widened road forms a T-junction with the B3399 just beyond the churchyard. St Peter's Church is 15th century; North Court and most buildings in the village's Conservation Area are Listed. The random stone walls and many large trees contribute to the rural quality.

The replacement wall north of Northcot Cottage is similar in height to the original; the longer section to the south, as far as Oak Cottage's new garage access, is only 1 metre high and loops away from the pavement line at one point to create a curved grassed area.

Implementation

The scheme was carried out with the close cooperation of adjoining landowners. More land was taken in by the design than needed to satisfy highway engineering requirements. The owner of North Court gave the required land, including the extra wanted to achieve an attractive scheme, without charge, on the undertaking that a stone wall would be built on the new alignment. Work was carried out by the County Roads Department using direct labour.

Work done

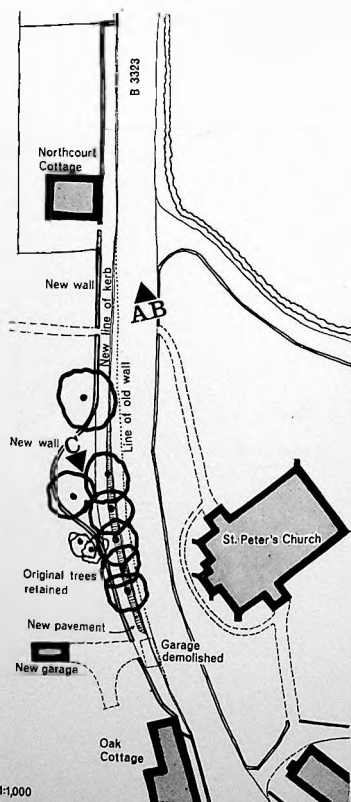
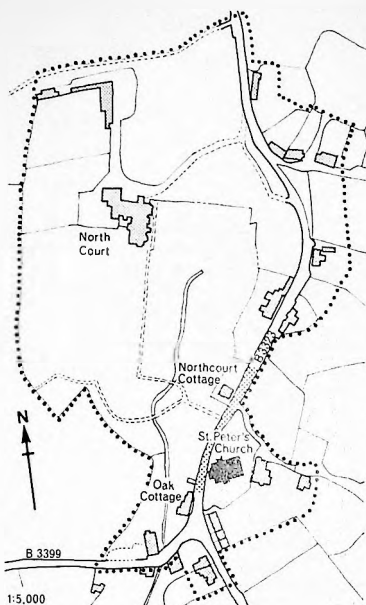
114 m of existing stone wall and the garage of Oak Cottage demolished. Roadway widened by up to 2 m on the outside of its bend; kerbs set out and 1.5 m wide pavement provided along west side of road. New wall constructed of random rubble, using stone salvaged from the original, with openings and piers to replace former gateways. Garage replaced in new position behind Oak Cottage. 5 trees retained on a new grass bank on the outside of the bend; the curved grassed area, left by the realigned wall on the other side of the walkway, planted with daffodil bulbs.

Costs

Materials	£1,306
Haulage	359
Hire of contractor's plant	201
General labour	1,634

Engineers

R. W. Rose, former County Surveyor and Planning Officer, Isle of Wight.
J. E. Reed, County Surveyor and Planning Officer, Isle of Wight.



1:1,000

The high stone wall passing Northcot Cottage, A has been replaced by a new one linked to the end gable to allow space for a pavement ▶



▶ B



▼ *Opposite the Church, the new walkway curves behind existing trees at a level slightly below the road, so that pedestrians are a safer distance from vehicles rounding the bend C.*



Roundabout simplifies T-junction

Eastgate Street/High Street-Broadway, Winchester, Hampshire.

The former layout at this busy junction consisted of a triangular island, which traffic could pass on either side; the resultant conflict was inefficient and dangerous. The roundabout scheme to solve this aimed at a simple urban effect, in sympathy with the surroundings. The work, 3 months on site, finished May 1971.

Architectural and townscape value

The site is in Winchester's main Conservation Area at an important entry from the east via the ancient City Bridge; most buildings here are Listed. The large Alfred Statue dominates this end of Broadway, with the Abbey Gardens just to the south and the Cathedral beyond.

Work done

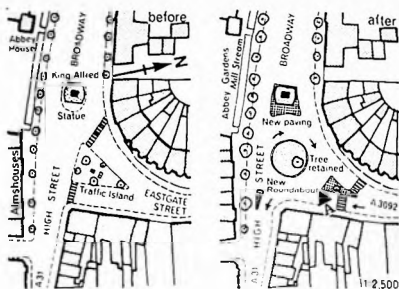
Existing extraneous street furniture cluttering the traffic island removed. 15 m diameter roundabout created, at lowest height compatible with safety; the centre completely turfed to a low contour to shed water and an existing tree retained; granite setts used on the periphery, with granite faced kerbs; small direction signs installed. Resurfacing of carriageways around the island; adjustments of footways; paving around Alfred Statue and small triangle in Eastgate Street; road marking, lighting, street signs.

Cost

Using small direct labour force, £5,000 for all above works.

Engineer

G. D. Slade, Director of Technical Services, Winchester.



▲ The road junction before and after replanning

▼ The simple treatment seems appropriate to the wide scale of this end of Winchester's main street A



ELEVEN

Approach enhanced by paving

Castle Forecourt, Lenton Road/Castle Road, Nottingham.

Skilful paving of an irregular shaped tarmacdamed area has not only prevented its use as an unofficial car park, but also dramatically altered the entrance to Castle Park. The scheme, carried out in November 1968, received a 1969 Civic Trust Award.

Architectural and townscape value

In Conservation Area 3, the space in front of the partly 14th century Castle Gatehouse (Listed Grade I) slopes down to the junction of Lenton Road and Castle Road. Granite setts in concentric circles, with straight rows in stretcher bond, exploit the change in level and curved kerb line. 5 original trees by the east wall contrast with the intricate design.

Work done

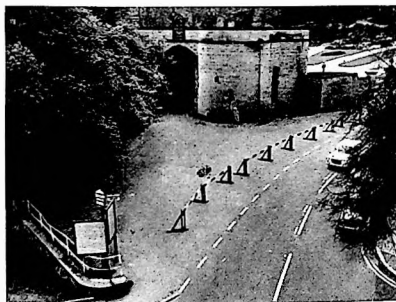
Detailed design with meticulous instructions for setting-out prepared, so that only minor modifications were required as work progressed on site. Pavement and 3 m wide path of 50 mm York stone laid from road up to and around Gatehouse. Wall by Castle Road extended to match existing granite kerb of two 150 mm steps positioned; main paving pattern, pointed with black mortar, laid direct on existing tarmac; setts under trees laid on sand and ash bed, chippings without mortar in joints to ensure water seeps to roots. Second hand materials used wherever possible.

Cost

With direct labour by the City Engineer's Department, £2,895.

Architect

David Jenkin, City Architect, Nottingham.



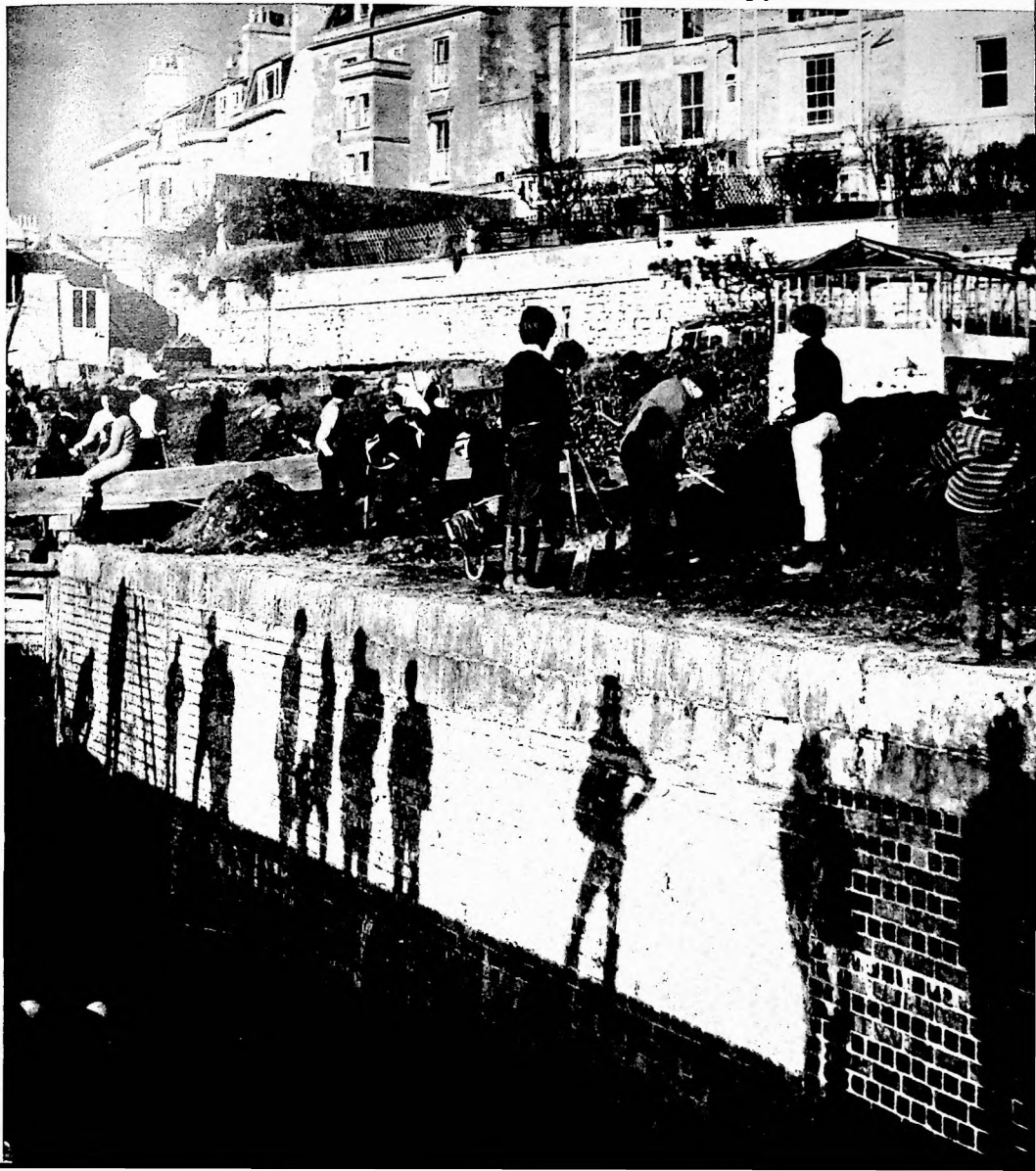
▲ The forecourt, A before and B after paving ▼



Derelict canal and locks transformed into a recreational amenity

Widcombe Locks, Kennet and Avon Canal, Bath.

▼ People of all ages worked on, and watched, the clearing of the canal and its banks A



Although still just navigable after the Second World War, the canal linking the Rivers Avon and Kennet had fallen into serious disrepair through lack of maintenance, and from 1950 onwards several sections were closed. The Kennet and Avon Canal Trust, formed in 1951, foresaw the canal's amenity potential and in 1955, enlisting enormous public support, successfully fought attempts at total closure. The Trust, which also has an active Junior Division, has since initiated restoration work along the whole 130Km waterway.

In 1968, a scheme for the stretch which includes Widcombe Locks, was agreed with the British Waterways Board, who still have responsibility for the maintenance of the canal. Since then members of the Trust's Bath and Bristol Branch have worked voluntarily and enthusiastically on this once decaying area to make it interesting and attractive for everyone's use and enjoyment.

Historical and landscape value

The 90 Km of canal between Bath and Newbury took 17 years to build and was opened in 1810. This engineering achievement included 79 locks raising water 63 metres. Its construction also included fine bridges, tunnels and aqueducts and other items now of industrial archaeological interest such as pumping stations. Completing the link between the Severn and the Thames, it was part of a waterway of national importance until the end of the 19th century, when its traffic declined to a more local level. Winding through a Victorian residential area on the east side of Bath, the canal, with its setting of large trees and grassed banks, is an important landscape asset. The Widcombe Locks section forms part of the boundary of Conservation Area No. 1, where it runs behind the terraces of Sydney Buildings. The spire of St Matthew's Church is a striking focal point for the canal as it begins its steep descent to the Avon. Starting at the point where the canal rises from the River Avon which has 6 locks, the 7 locks of the Widcombe Flight are thus numbered 7 to 13.

Implementation

Trust members are canal enthusiasts from a wide catchment area, mostly able to give time only in the evenings and at weekends. Their work has included actual restoration on site and fund-raising activities. Individuals were organised in teams of specialist abilities to undertake different tasks. In June 1969 Bath City Council agreed to contribute to the restoration of the Widcombe Locks; No. 7 was opened in May the following year.

Lock 11 and No. 10 with its garden were done in 1971 and the towpath cleared. Lock 12 is now finished and 13 awaits its new gates, due January 1973. Roadworks are proposed for 1973/74 realigning the A36. A new bridge will cross the canal at a lower level on the site of Lock 8; a double-depth lock will be built instead of No. 9; this constitutes a saving in bridge works and the cost of the new lock will be borne by the Highway Authority.

A rented allotment garden is used as a nursery for plants required for landscaping areas beside locks and towpath.

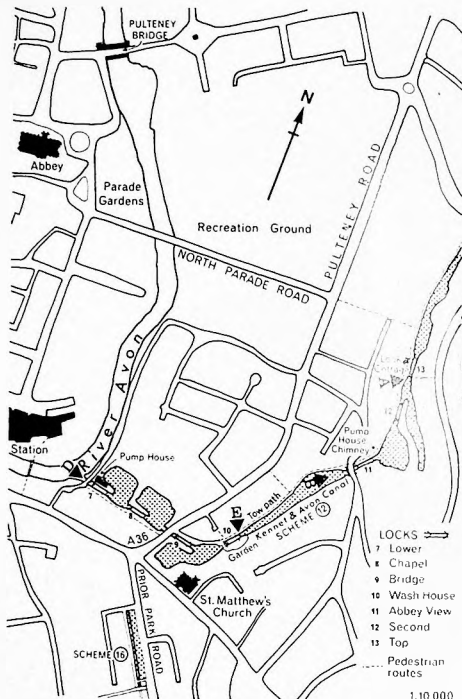
Grass cutting and general maintenance of canal banks and locks are the responsibility of the Trust's voluntary wardens. Claverton pump is being restored by the Engineering Department of Bath University and British Waterways Board, with the Trust contributing labour and raising funds.

Work done

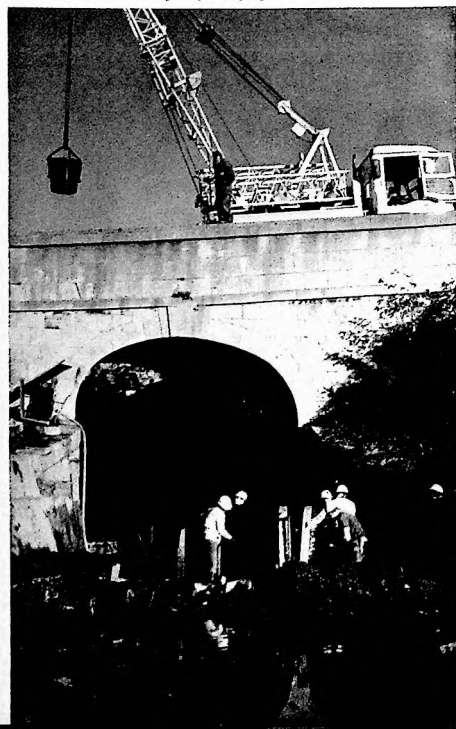
Organisation of fund-raising, information and publicity. Draining, digging out and removal of thousands of kilos of mud, debris and rubbish from lock chambers, canal beds and waiting pools. Repairs to retaining walls and banks. Dismantling of broken softwood lock gates and fitting of hardwood sets. Clearing and landscaping of areas around locks and over 600 m of towpath. Repair and repainting of foot-bridges over canal.

Costs

Overall cost estimated between £16,000 and £17,000 to include: Lock gates from British Waterways' Devizes workshop at £1,200 a set of 4; materials; purchase of basic equipment in constant use (2 tractors, power mowers, hand tools); hire of heavy machinery (e.g. cranes and dumper trucks) with specialist operators at weekend rates. Otherwise all labour voluntary, optimising on individual expertise of Trust members. Bath City Council have granted £7,500 in three equal annual instalments since 1970. Remainder raised by Trust's Bath and Bristol Branch



▼ Special equipment was hired. Voluntary gangs had disciplined respect for safety B



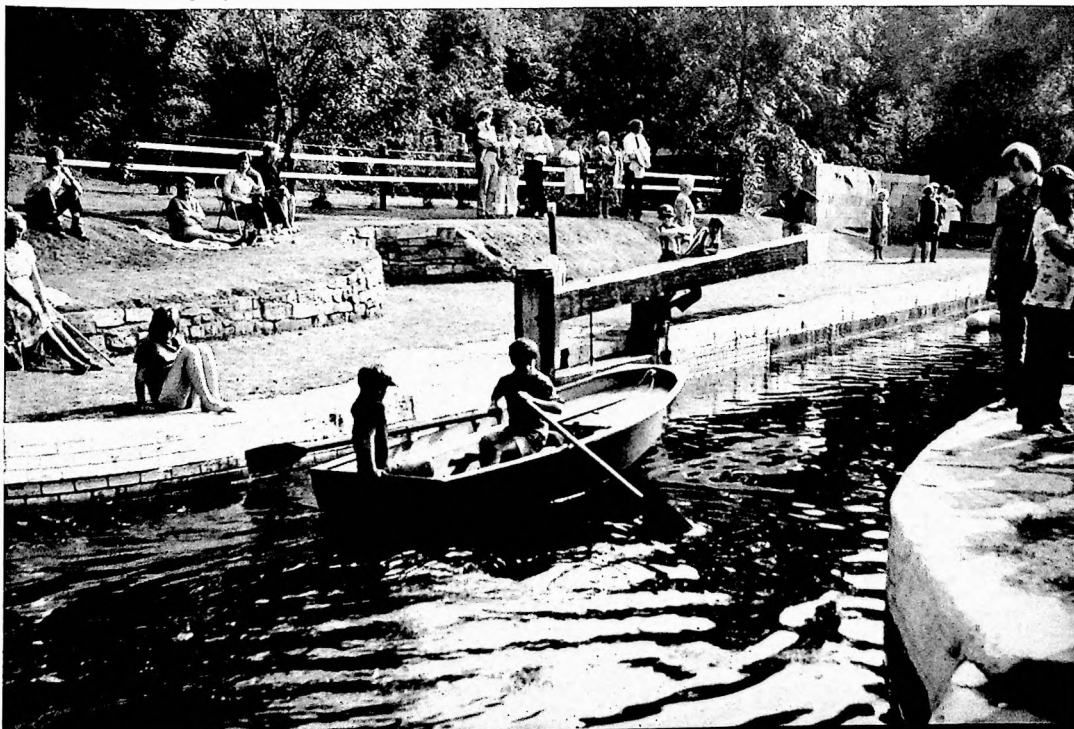
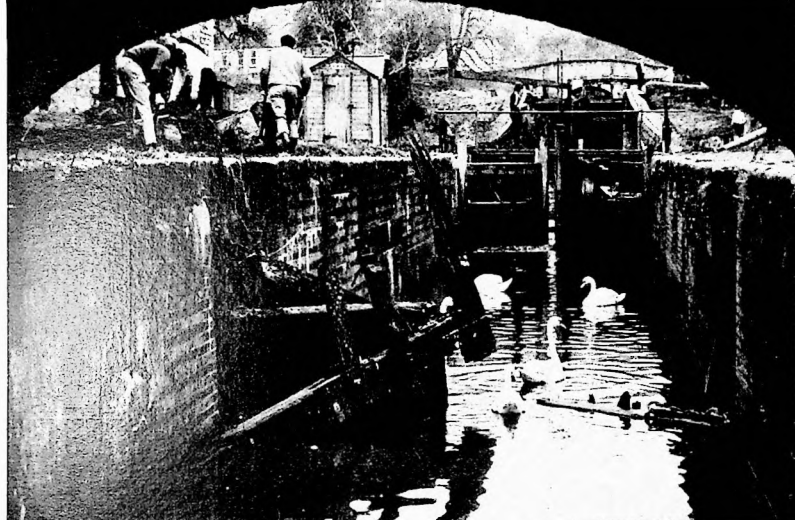
AUGUST
Working parties
Start 10.30 a.m. Lock 11
**SUNDAYS 1 and
8 AUGUST**
**SATURDAY and
SUNDAY 21/22
AUGUST**
[Weekend day-in]
Sunday 29 August
will be paper-collecting
only.

**HELP RESTORE THIS CANAL
JOIN THE TRUST NOW**

▲ Organised groups laboured on site; diverse fund-raising activities were also arranged C

▲ Before work started, Lower Lock and its gates like the other 6 locks in the Widcombe Flight was completely derelict and useless D

▼ The garden created beside Wash House Lock is an enjoyable vantage place from which to observe the activity now possible through the locks and along the restored length of canal E



School children carry out environmental improvements

Helmsdale, Sutherland

The 'Highland Village 1970' scheme was set up as the result of a private donation to the Crofters Commission. It aimed to interest children in their environment and encourage secondary schools to take initiative in improving local amenities. 12 schools participated each being allocated £400 to effect their ideas. Projects were assessed by the Scottish Civic Trust and Scottish Education Department, but it was emphasised that the scheme was in no way competitive. Due to its success a similar scheme has been started for 1973, but with financial help from the Highlands and Islands Development Board and Countryside Commission for Scotland. Helmsdale Secondary School which has about 50 pupils, has taken part in both schemes. For 1970 the children did extensive landscape work on 5 sites, including making two new public gardens, now well used by both residents and tourists.

Architectural and townscape value

The A9 runs up the north east Scottish coast through Helmsdale. A medieval settlement on the south bank of the Helmsdale River estuary became derelict as cliffs collapsed in heavy seas. The present village, on the north bank, was designated as one of the Sutherland Estate's planned settlements in 1818; once busy with fishing boats, the harbour still remains in use. The street plan with rows of low stone houses, is typically rectilinear; structures such as the Old Bridge, Bridge Hotel and War Memorial are Listed. A new bridge carries the A9 across the river mouth.

Implementation

The scheme was in 2 stages; first schools had to submit ideas for projects to their Director of Education by June 1968; then those selected were given until March 1970 to implement proposals ready for assessment. They were encouraged to seek additional funds, assistance and expert guidance; detailed statements of expenditure with receipts were required. The Civic Trust presented plaques to all the participant schools. Helmsdale people responded to their school's efforts with help and materials. The village officers mow gardens outside term-time.

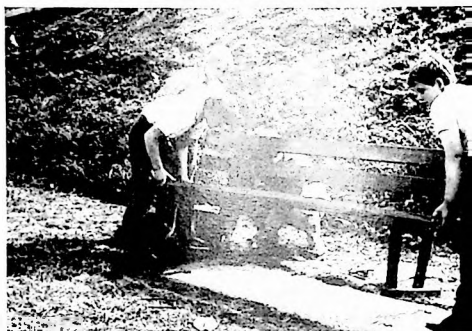
Work done

1 Km of path leading up Helmsdale Rock cleared of gorse, etc, then sprayed with brushwood killer and a seat placed at the main view point. New garden made in Dunrobin Street; 10 lorry loads of stones, deep-bedded wire, tree stumps, refuse etc removed; site levelled with 9 loads of soil and beds formed by boundary walls; trees and shrubs planted; grass seed sown. 2 seats fixed to in-situ concrete bases surrounded by paving. Riverside garden created; unwanted vegetation destroyed by spraying; bottles, stones etc removed; trees cut back to clear riverside path; new access steps and path constructed down embankment; over 900 Kg of soil brought in to fill depressions and provide top dressing; grass seed sown, shrubs planted on embankment and trees on level area; 2 seats installed. A site in Strathnaver Street cleared of 7 loads of rubbish including parts of old cars; low wall built along south end; soil used to fill hollows and grass sown; perimeter sprayed with weed killer; whole area mown several times.

93 Kg of bulbs planted near War Memorial; District Council fenced area. 3 other seats located at vantage points elsewhere in the village. The Helmsdale children are adding two projects to be completed in 1973—planting of flowering trees and shrubs by the new tennis courts and clearing of 250 m of former cart track between the old and new bridges. Shrubs being propagated from cuttings will be planted in landscaped areas.

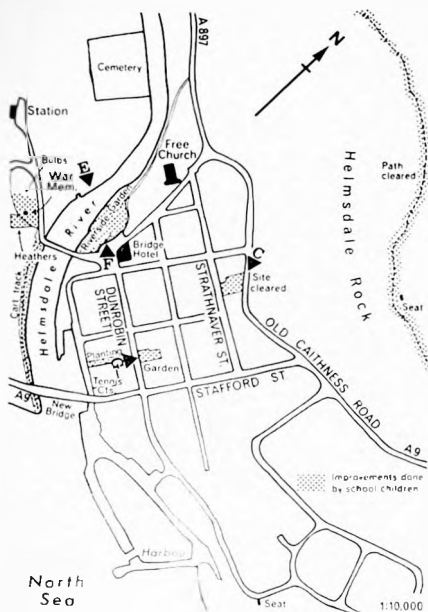
Costs

Trees, shrubs, seed, fertiliser etc	£140	8 seats	£100
Cement, concrete slabs, edgings	58	Equipment (sprayer etc)	62
Transport for rubble and ton earth	20	Weedkiller	20



▼ The children cleared many sites; maintaining them is part of their weekly time-table. C & D





◀ Seats were made in the school workshop and placed in a number of locations around the village. A & B

▼ The garden in Dunrobin Street was created on the derelict site of two demolished cottages. Helmsdale Rock rises up steeply behind the village. G



▲ Riverside garden seen from the opposite bank of the River E



▲ View westwards up Strath Ullie from above the riverside garden beside Helmsdale's Old Bridge F



Industrial history comes alive

Coalbrookdale/Ironbridge/Coalport, Telford, Shropshire

Within the boundaries of Telford New Town lies the steep-sided Severn Gorge. This area's outstanding contribution to the start of the Industrial Revolution is being recorded and used in an imaginative project which is not only of national and educational interest, but also provides unique amenities for the New Town. A museum complex stretches along 4.5Km of the valley, with the world's first cast iron bridge, constructed in 1779, as its focus. The Coalbrookdale part, with much on-site restoration, is in the Conservation Area which also includes Ironbridge. Further east at Coalport is Blists Hill, where collected items of machinery and buildings have been re-erected; although not due to open regularly until Spring 1973, it had over 50,000 visitors in 1972. The riverside has been sensitively landscaped for leisure use.

Archaeological and landscape value

It was at Coalbrookdale in 1709 that Abraham Darby first succeeded in smelting iron ore with coke; his company produced not only the components for the Iron Bridge, but also cast cylinders for steam engines from 1723. Produced in the area were the world's first metal rails in 1767, iron boat in 1787, cast iron aqueduct (still standing at Longdon-upon-Tern) 1796, and parts for a metal-framed building 1797. Many pioneers such as engineer Telford and locomotive designer Trevithick worked here. Iron, coal and clay industries once dominated this now pleasantly wooded valley and much survives from the 18th century; Georgian houses, cottages, inns and churches retain the character of an industrial community.

Implementation

The report of a Working Party, set up with the Development Corporation's encouragement to investigate the possibility of preserving industrial relics in the New Town, led to the establishment of the Ironbridge Gorge Museum Trust in 1968. Since then the Museum Trust have acquired all the important industrial structures in the area, as well as a long lease on the site at Blists Hill. All museum work is their responsibility, the Development Corporation providing advice and contracted services; the army, borstal boys and enthusiasts have contributed labour. The Museum undertakes fund-raising and publicity and runs Open Days, instruction courses on industrial archaeology, a quarterly bulletin, museum shop and information services; also a building materials store for general use in the area. A conservation liaison officer, to be employed by the Development Corporation, will advise local people on restoration work etc. The Development Corporation undertook riverside improvements; some were completed Autumn 1969; the rest between February and May 1971.

Work done

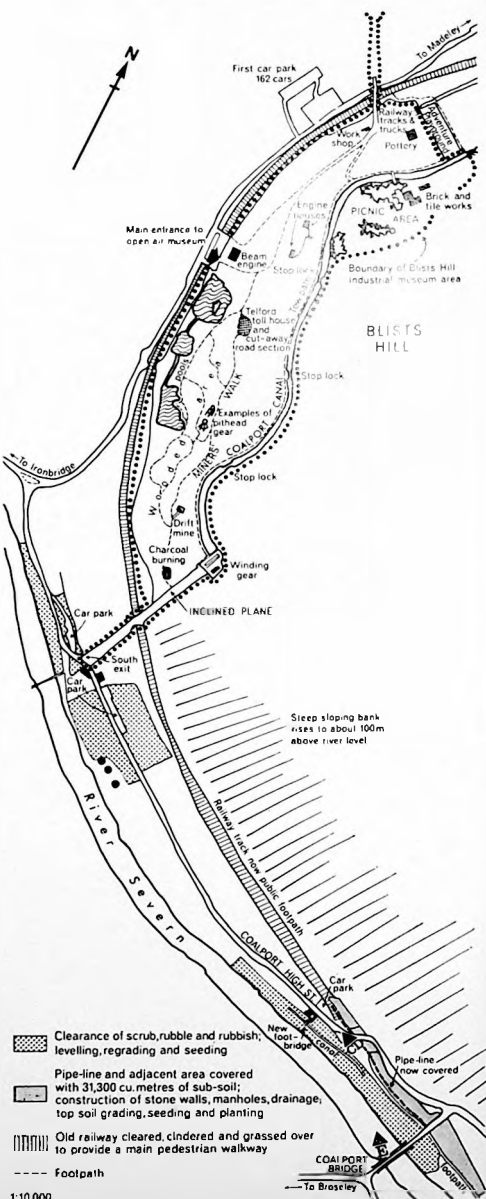
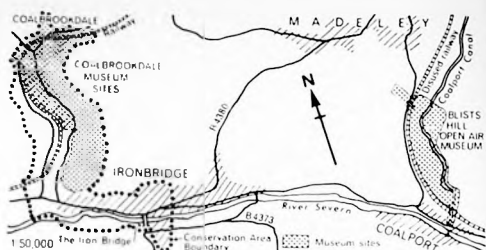
At Blists Hill, paths cut through woodland, canal and towpath reinstated; inclined plane cleared; parking and visitor facilities provided. Beam and vertical blowing engines re-erected, also rolling mill, pithead gears and winding engines; tile works restored; craftsmen potter working on site. Bedlam Furnaces and cottages in Coalbrookdale restored; Tar Tunnel cleared. First stage of reinforcing Iron Bridge's abutments complete.

Costs

£1m total required (of this, the Iron Bridge restoration £150,000; Blists Hill Open Air Museum estimate £460,000). £400,000 raised by October 1972, mainly from industry, charitable trusts, Shropshire County Council (£20,000), Historic Buildings Council and Ancient Monuments grants. Riverside improvements (see drawing) £6,075; covering of pipe-line £3,075; work done by the Development Corporation's Forestry/Landscape Labour force.

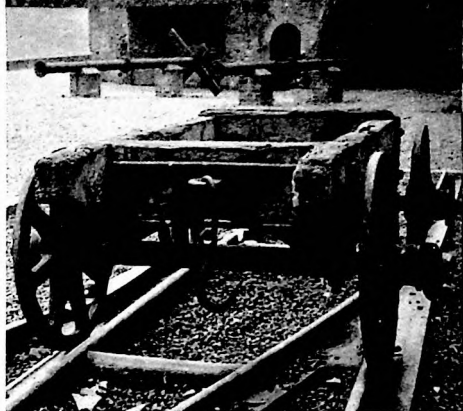
Directors

Telford Development Corporation: Design & Environment, formerly Ceri Griffiths, and Engineering Services, L. W. Buckthorp.
Ironbridge Gorge Museum Trust: Neil Cossons.





▲ P. J. de Lathuer's painting of the furnaces and rolling mill in Coalbrookdale, 1801 A



▲ Items showing Ironbridge Gorge's contribution to industrial progress are collected by the Museum Trust; an early cast iron truck stands on rails in front of Abraham Darby's furnace B

The north bank of the Severn at Coalport, where extensive work creating a pleasant recreation area received a Civic Trust Commendation in 1971 E ▼

▼ Neglected country roads in the area have been tidied up by Tetford Development Corporation, C



▼ Proper car parks have been made and restrained landscape improvements done at many points, D



Urban graveyard becomes a peaceful public garden

St. John the Baptist's Churchyard, London Borough of Croydon

Until fifteen years ago Croydon Parish Church had a traditional English graveyard, but it was no longer used for burials and few people in the district remained to show interest in family tombs. The wish to create a suitable new memorial garden, and the widening of Church Street with consequent need to relocate the First World War Memorial, stimulated the idea of re-landscaping the churchyard to serve a more useful everyday function. A consultant was appointed to prepare designs; the Borough Engineer had responsibility for implementing the scheme, with the Parks Department carrying out planting. The main section on the south side was done in 1957 and designs were drawn up in 1960 for extension to the north. Thus the garden has now been established for several years, with the variety of shrubs and plants making it attractive at all seasons.

Architectural and townscape value

St John the Baptist's Church, constructed of flint and stone in the 15th century but much rebuilt after fire in 1867, is situated in the old centre of Croydon; near the market and shopping streets, its tower stands as a focal point above most surrounding buildings. Adjacent is the 14th century former Archbishop's Palace, now a school. These buildings form the nucleus of a small Conservation Area. The new Ring Road will run along the western boundary, replacing part of Church Street. The church subdivides the site into four parts. The largest, to the south is mainly grassed retaining several large trees, with a quiet sitting area (paved in simple inscribed 19th century gravestones) furthest away from the roads, next to the wall of Palace School. To the north, the walk from Church Road through to Church Street has more formal treatment, opening out to a wide paved area at the west end, where dark brick paviors define a grid pattern and reduce the scale of the expanse of concrete flags. Behind the east end is a small shaded Garden of Remembrance. Throughout, the design exploits small changes of level across the site.

Work done

Old gravestones, tombs and headstones removed where necessary and sorted for relocation and re-use; earlier and more elaborate ones erected as screen walls around the church; special tombs and sarcophagi sited at strategic points. War Memorial repositioned on plinth surrounded by grey brick dwarf walls. About 20 seats and benches placed around site. Strong western boundary formed, partly of stone and flint wall, the rest with chain link fence hidden in 3 parallel rows of holly hedge. Areas to west and north set out with paving, paths, shallow steps, cobbles, ground cover plants and grass. Yews close to the church and mature deciduous trees in the southern part retained; large area here kept as grass and a long gravel path made, leading straight from the gateway at the corner of Howley Road to the south porch. The complex of paved sitting areas defined by holly hedges foiled with ornamental and sculptural plants.

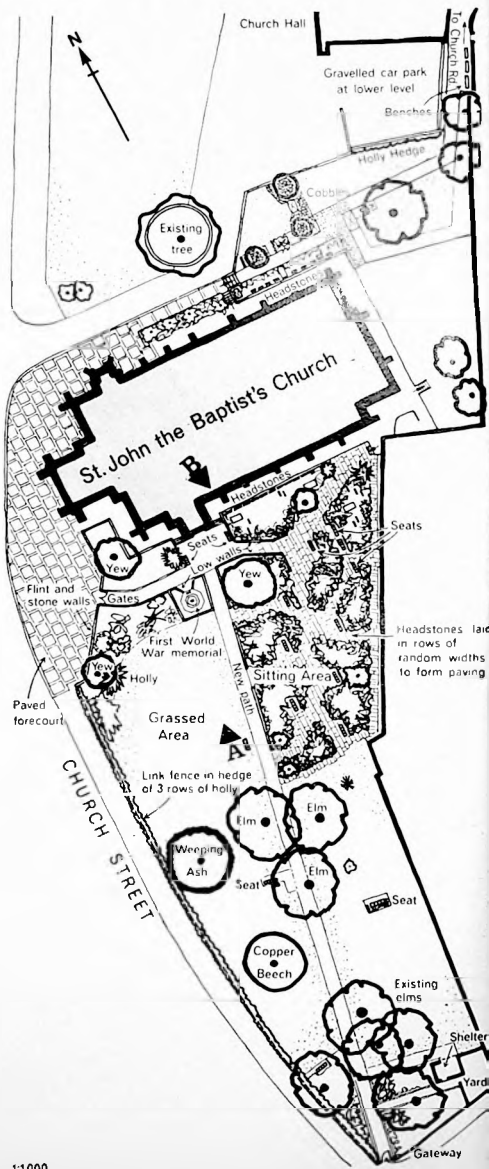
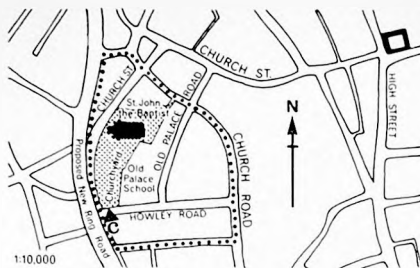
Maintenance

Grass cutting and weed control require most time. Although much thought was given to the latter in the design and many species of ground cover plants have been used to smother germinating weeds, this has been only partly successful and some replanting with shrubs has been necessary to facilitate control of deep-rooted perennials, such as thistle and couch grass, indigenous to this type of soil.

The area to the south, initially intended for long grass with bulbs and mown paths, has been cut short, with borders and additional ornamental shrubs and trees planted. The lawns need cutting up to 25 times a year; the development of new varieties of grass seed may reduce this in future.

Landscape architect

G. P. Youngman, King's Langley, Hertfordshire.





▲ Where the church, and was once crammed with unkempt graves, A
▼ mature boxes of planting now create secluded sitting spaces with
graves in Ireland for paving B



▲ A new hardwood gate was designed
for the old stone archway at the
end of the path to the south C



City enhances the settings of its historic buildings

Prior Park Lawn, Bath

In addition to annual sums for building restoration and contributions to specific schemes, (such as the canal and locks described as Number Twelve in this booklet), Bath City Council now allocate £4,000 a year for small general environmental improvements in its 6 Conservation Areas. This money is not intended for single large operations, but rather for a diversity of projects, which do not always involve landscape work. Proposals for suitable schemes are considered by a Conservation Areas Working Party, which includes representatives of the Bath Preservation Trust and Bath Group of Architects. Since inception in 1969 several jobs have been carried out, including tidying up the lawn area in Prior Park Road.

Architectural and townscape value

Prior Park Road, in Conservation Area No. 6 on the south side of Bath, (see plan for Scheme Twelve), has a small stretch of landscaped garden which attractively contrasts with the formal terrace of Prior Park Buildings. Set back and above the road, these 3-storey houses with central pediment feature, were built in 1826 and are Listed Grade II. The 110 m long raised strip of grass and Lyn Brook (a former canalised mill stream) are retained by coursed masonry walls. The grassed area has many bushes and a mixture of mature deciduous trees such as chestnut and sycamore.

Implementation

The 18 co-owners of the lawn area agreed to give up control and maintenance of the land to the City Council under the provisions of the Open Spaces Act 1906. The improvement work was carried out by the City Engineer's Department and Parks Department, in conjunction with the Department of Architecture and Planning and the Town Clerk's Department.

Work done

Walls and copings repaired; broken railings removed from top of wall; grass cut, trees and shrubs tidied up.

Cost

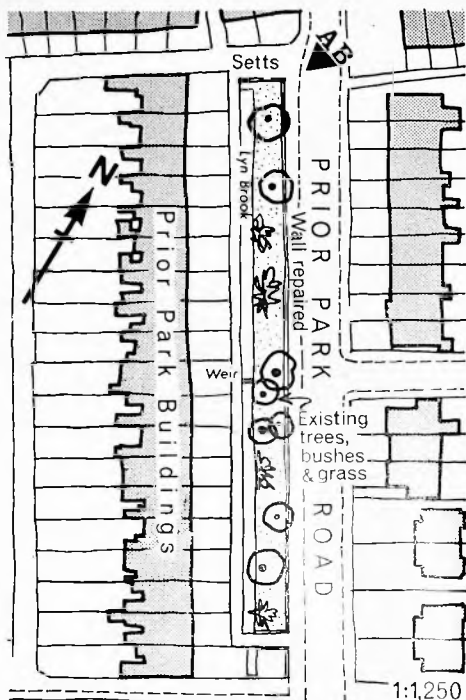
Using direct labour, £750.

Other projects and costs

Closure of Stall Street to traffic; paving, planting and provision of seats within former carriageway	£3,000
Cleaning of front elevations of 6-9 North Parade Buildings and planting of semi-mature tree and shrubs	800
Cleaning of 3-4 Abbey Street and south side of York Street opposite Roman Baths	1,800
Restoration of Beaufort East Lawn, including replanting and repairs to boundary walls	700
Land adjoining shrubbery at Camden Crescent taken over and laid out, including substantial repairs to walls	500
Replacement of Spa Department's publicity boards in Abbey precinct	100
70 commemorative tablets on historic buildings in the city cleaned	500
Ornamental stone vase at Pinch's Folly, Bathwick Street replaced	70
Annual additional charge for electricity to new lanterns in restored overthrows to house entrances in Lansdown Crescent	40

Architect

H. E. Stutchbury, City Architect and Planning Officer, Bath.



▼ The north corner of Prior Park Lawn before and after repairs to wall and grassed area A & B



Garden created around Roman excavations

Interval Tower and City Wall, East Bight, Lincoln

The City Council agreed with the Inspector of Ancient Monuments that the Interval Tower, excavated between 1964 and 1967, should be permanently preserved. The then Ministry of Public Building and Works contributed £2,000 to the cost of consolidating the Monument and laying out the site as a public garden, for which a scheme was approved in 1968 and implemented in 1969.

Archaeological and townscape value

This Interval Tower, on the line of the north wall of the Roman Colonia of Lindum, lies just within the Conservation Area boundary, to the rear of houses in Church Lane. It was the first discovery of the existence of such a tower in Lincoln. The tower and a section of city wall form the main features of the garden; the ground rises steeply from the north towards the row of chestnut trees along its southern edge beside East Bight.

Implementation

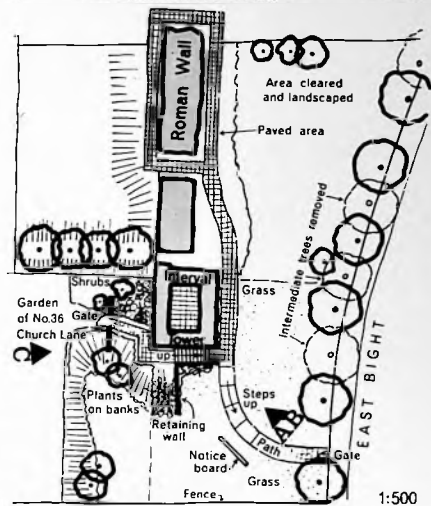
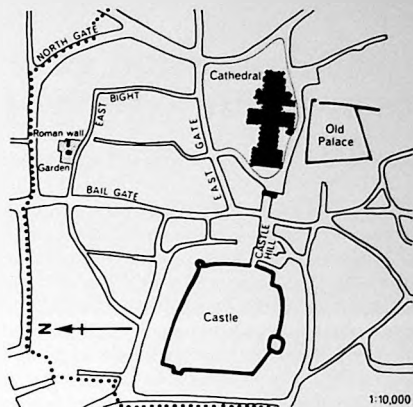
All excavation work carried out by Lincoln Archaeological Research Committee. Designs for the surrounding garden prepared by the Director of Planning and Architecture in consultation with the Director of Libraries, Museum and Art Gallery. Under legal agreement, the Local Authority is responsible for maintenance, although the site remains with the same owner who has right of access through a gate from her garden at No. 36 Church Lane. The land by the standing section of City Wall has been conveyed to the City Council by the Lincolnshire Police Authority.

Work done

Stone wall built between the site and remainder of garden of No. 36. Original ground level on the north side of the tower revealed by a low paved area; from this, steps link both to the path leading to the section of city wall and to the steps which curve round to the gate from East Bight. Banks planted with ground cover and flatter areas grassed. An information board illustrates the importance of the excavations.

Architect

P. Jackson, Director of Planning and Architecture, City of Lincoln.



▲ Overgrown land behind 4 houses in Church Lane concealed a section of City Wall and the base of a Roman Interval Tower, which have been excavated and are now surrounded by a landscape garden A & B

▼ The garden, wall of East Bight and distant Cathedral Tower seen from No. 36 Church Lane C



Investiture plans gave impetus to street improvements in Caernarvon; the event made people aware of the town's merits and condition, and stimulated them to cooperate to improve it. An extensive face-lift operation took place, with over 350 properties in the Conservation Area repainted for 1st July 1969.

Architectural and townscape value

At the mouth of the Seiont, overlooking the Menai Strait, Caernarvon is dominated by its 13th century Castle; still complete, the mighty crenellated walls are faced with 10 polygonal towers and pierced by arrow slits. The medieval Old Town, with a rectilinear pattern of narrow small-scaled streets, shelters against the Castle's north flank; over half its buildings are on the Statutory or Supplementary Lists. The 9 m high bastioned Town Wall, also dating from 1285, is almost intact. Immediately west of the Castle lies Castle Square, a large open space surrounded on its other 3 sides by Listed 18th and 19th century buildings. Bangor Street-Bridge Street is a commercial route winding into Castle Square from the north.

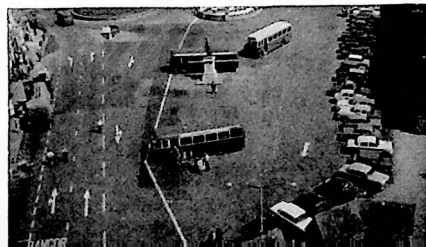
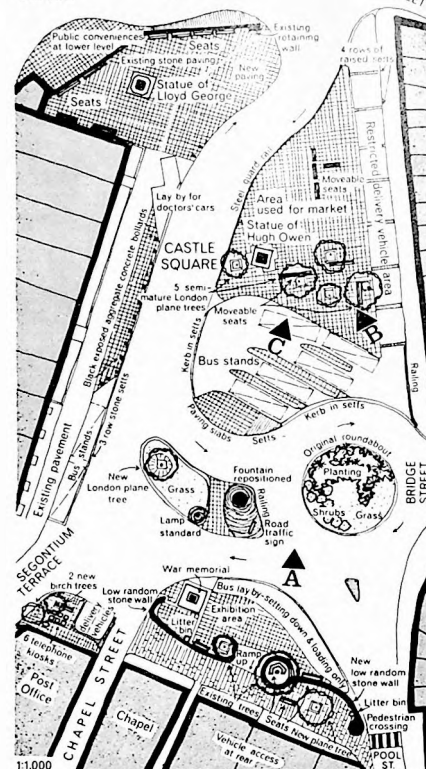
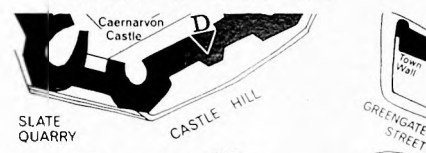
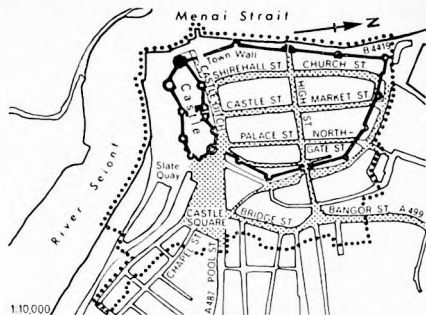
The idea of painting frontages in Castle Square was adopted by the County Planning Committee and Caernarvon Civic Society. The latter engaged consultants to prepare a colour scheme and some properties were painted late 1967. The idea expanded when these results were seen and a local paint manufacturer offered free paint to all participants (10,000 litres used). The Civic Trust for Wales volunteered a face-lift scheme for the walled town and its immediate environs. The Civic Society's consultants then covered Bridge and Bangor Streets. Representatives of the Borough Council, Civic Society and Chamber of Trade and Commerce coordinated implementation. A member of the paint firm supervised painting work. In the Old Town, colour washing confined to white tones—ivory, pale cream (BS 3.033, 4.046, 9.093); secondary wall surfaces (eg inset panels) a shade or two darker. Window and door frames in white; stronger colours for doors and fascias. In contrast streets outside Walls have a broad spectrum of hues.

No change to self-finish materials (stone and brick), but restoration and cleaning recommended; also general tidying up of signs and facade clutter. Some individual owners in Pool Street also requested colour advice. The Civic Society now work with the Local Authorities to provide an advisory service for Castle Square; applications are referred to their architect.

County Surveyor's Department re-routed the main road to the south side; remainder of scheme carried out by the borough Council; direct labour used. Roadways asphalted with brown coated chipping; exposed aggregate paving slabs laid; extensive use of setts for channels, restricted access areas and sloping surfaces; new road kerbs cast in black cement to make them less conspicuous. Service lane along north side has sett humps to keep speeds below 15 Kmph. Stone retaining walls at east end. Attention to pedestrian barriers, road signs etc. 6 new telephone kiosks by Post Office. 7 semi-mature plane trees and 2 semi-mature birches planted.

Some trees donated by individuals; planes £87-180 each depending on size; birches £122 (for two); prices include insurance for 2 leafings.

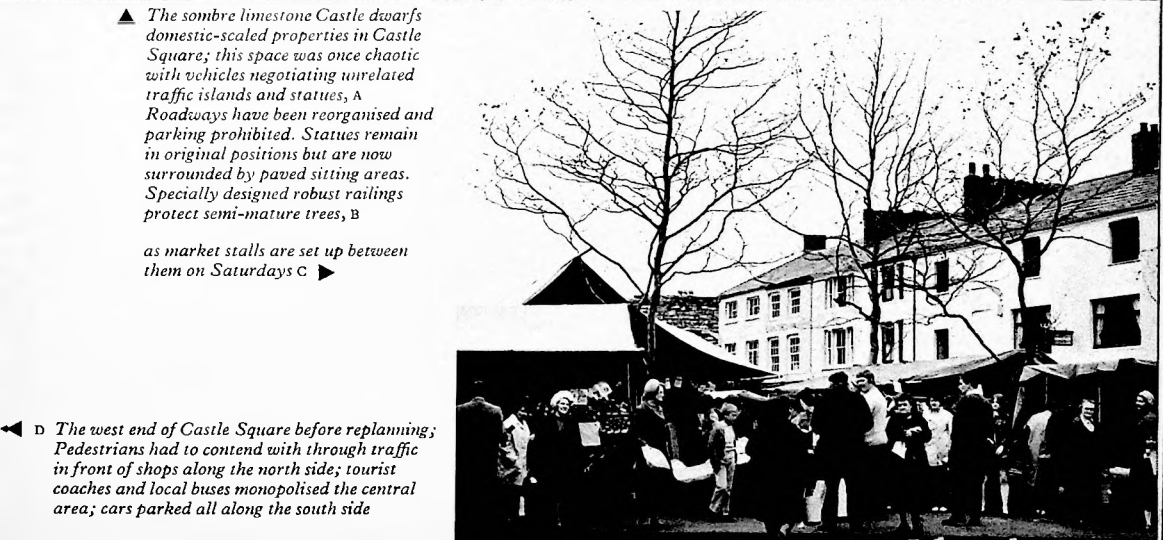
Old Town colour scheme : D. P. Thomas, Welsh School of Architecture
with S. Cox, Civic Trust for Wales. Bridge and Bangor Streets scheme also
Castle Square painting and landscape : Lingard & Associates, Colwyn Bay.





▲ The sombre limestone Castle dwarfs domestic-scaled properties in Castle Square; this space was once chaotic with vehicles negotiating unrelated traffic islands and statues, A Roadways have been reorganised and parking prohibited. Statues remain in original positions but are now surrounded by paved sitting areas. Specially designed robust railings protect semi-mature trees, B

as market stalls are set up between them on Saturdays C ►



◄ D The west end of Castle Square before replanning; Pedestrians had to contend with through traffic in front of shops along the north side; tourist coaches and local buses monopolised the central area; cars parked all along the south side

Buildings cleaned in Conservation Areas

*St. George's Square and Railway Street, Huddersfield
Queen Victoria Street, Leeds*

The blackness of the northern industrial towns is beginning to disappear as a century of erosive grime is removed from many monumental 19th century buildings. Sooty deposits had concealed elevational details; the qualities of different types of stone and brick were indistinguishable; destructive chemicals have corroded and stained materials. The Clean Air Acts of 1956 and 1968 have made facade cleaning worthwhile. Huddersfield, Leeds, Newcastle and Bradford have pioneered the work.

Huddersfield set an example by cleaning the Estate Buildings in 1966. The Town Hall was done in 1967 and, more recently, the Railway Station facade. Private owners were quick to follow suit and now more than twelve properties in the town have been cleaned.

In Leeds, Queen Victoria Street's buildings were among those cleaned by the owners in conjunction with their tenants, at the same time as this part of the city was pedestrianised (Scheme Three).

Architectural and townscape value

Huddersfield Railway Station, designed by J. P. Pritchett of York and completed by 1850, is one of the finest early stations in Britain and is Listed Grade I. Estate Buildings (Crossland, 1872), Huddersfield Building Society's Britannia Buildings (Sir William Tite, 1856) and the George Hotel (Wallen and Child, 1850) were all on the Supplementary List. These four buildings of Yorkshire sandstone, constituting an important group, surround St George's Square.

Work done

Huddersfield Station facade (which was purchased by the Corporation in 1970 after 3 years of negotiations with British Rail) was cleaned and generally repaired during May and June 1970. Two glazed porches removed from front; masonry pointed; chimney stacks reduced; flashings renewed; steps repaired and renewed; all woodwork painted.

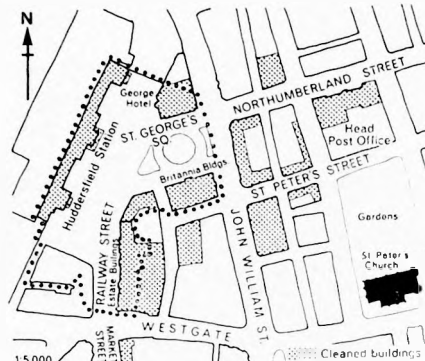
Hydrofluoric acid, high pressure water and stiff brushes were used to clean Estate Buildings, Britannia Buildings and the Town Hall. Britannia Buildings and George Hotel also 'debirded' using tacky cellulose strip on all ledges. The Head Post Office was sand blasted. Steam cleaning of the George Hotel in the mid-60's was less satisfactory.

Approximately 200 m of brick, terra cotta and faience facades in Leeds' Queen Victoria Street have been cleaned. Tests were done on one unit of the elevation using both caustic flake and hydrofluoric acid; as the two methods proved equally effective, the latter, being the cheaper, was preferred. The hydrofluoric acid, with water and stiff brushes, was therefore used for the facades, caustic flake being used only for some of the finishing work.

Cleaning costs

Huddersfield: Railway Station	£1,844
Estate Buildings	2,777
The Town Hall	3,067
Leeds: Queen Victoria Street	2,760

All prices include scaffolding.



▲ Buildings cleaned in Huddersfield



▲ Huddersfield Railway Station with Corinthian columned portico before and after cleaning A & B



▼ Queen Victoria Street with its facades cleaned C



Specially designed bus shelter replaces advertisement hoardings

Friends Meeting House, Clifford Street, York

Following a request from York Corporation for permission to place a bus shelter on a small underused piece of their land in Clifford Street, the owners, the Religious Society of Friends, whose Meeting House is adjoining, decided to improve the amenity and visual appearance with a purpose-designed shelter. The new shelter screens the area of garden behind, while still allowing access, and provides replacement for an old existing private bicycle store as well as a large covered waiting area for bus travellers.

Advantage was taken of the irregular-shaped site to align the axis of the bus shelter diagonally for maximum weather-protection, thus also extending the paved waiting area behind the existing pavement. Detailing is simple and robust, attempting to make the structure vandal-proof and maintenance-free.

The scheme received a Commendation from the Civic Trust in 1969.

This type of free-standing hoarding is now prohibited in the vicinity of York Minster, around which an Area of Special Control was defined in July 1970, under the Town and Country Planning (Control of Advertisements) Regulation 1969.

Architectural and townscape value

Clifford Street leads away from York's shopping centre, towards Clifford's Tower and the Castle Museum, in the direction of the confluence of the Rivers Foss and Ouse. It is a relatively wide street. The shelter formed an awkward gap next to the Friends' Meeting House in the frontage of buildings on the north side of the road. The entire centre of York lies in a Conservation Area.

Implementation

Having made the suggestion of placing a bus shelter on the site, the Corporation offered to contribute to the cost of the scheme being undertaken by the Society of Friends. The Friends initiated the project at a meeting in April 1966. Due mainly to negotiations with contractors and alterations to the brief resulting in design changes, work did not start on site until October 1968, but was completed by the end of the year.

Work done

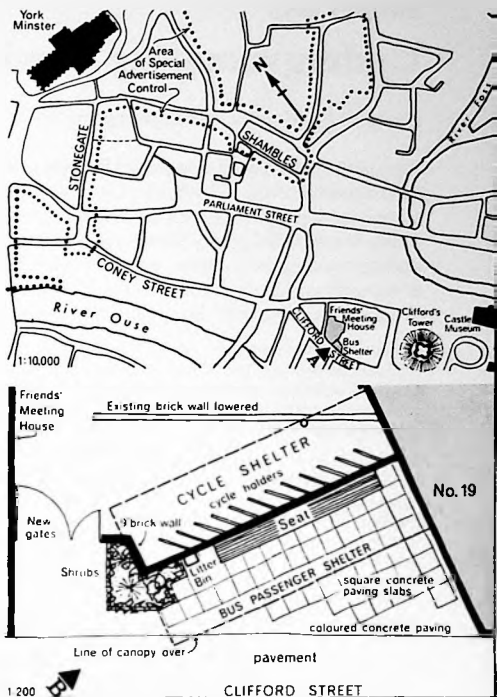
Existing poster hoardings moved by their owners. Railings and gates removed; 2 seats handed over to the Meeting House. Grey brick spine wall supporting double-cantilevered timber roof beams and purlins, left unworn and treated with black preservative; roofed with translucent plastic sheets, to allow maximum sunlight and obviate the use of other lighting; shallow mono-pitch sloping down to gutter on the side away from the road. 5.5 m long shelter seat cantilevered from spine wall and formed of contoured hardwood planks. Area paved with square concrete flags, sand bedded and black cement pointed. Small bed planted with shrubs at north end of wall. Hardwood open-paled gates, divided into a smaller gate for general use and a larger one for occasional vehicle access. The cycle shelter uses the former hoardings' dwarf wall as its boundary; 12 cycle holders fixed along the central spine wall.

Cost

£865, towards which York Corporation contributed £150.

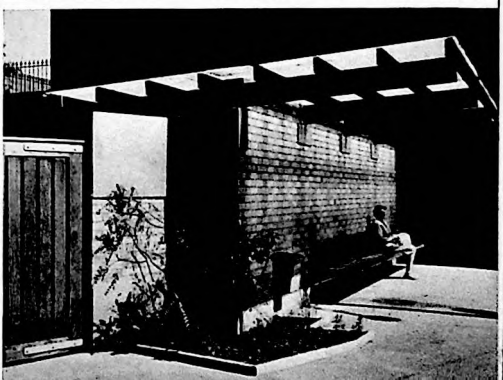
Architect

Harold E. Green, York



▲ Detailed plan of new bus shelter

▼ The site, once dominated by large posters, has been used for a well-designed shelter A & B



Undergrounding of wirescape gives opportunity to

Plympton St. Maurice, Plymouth, Devon

Plymouth City Council designated Plympton St. Maurice a Conservation Area in 1968; the City Planning Officer's accompanying report urged removal of all overhead wires. The South Western Electricity Board made money available for undergrounding their cables, and with the consequent removal of supporting poles, advantage was taken by the City Council to replace existing street lamps with a more appropriate type.

Architectural and townscape value

Still primarily in residential use, Fore Street contains most of the Area's Grade II buildings, examples of small-scale architecture from the late 17th to 19th centuries; although other properties are not individually of great merit, they contribute to the domestic scale.

Implementation

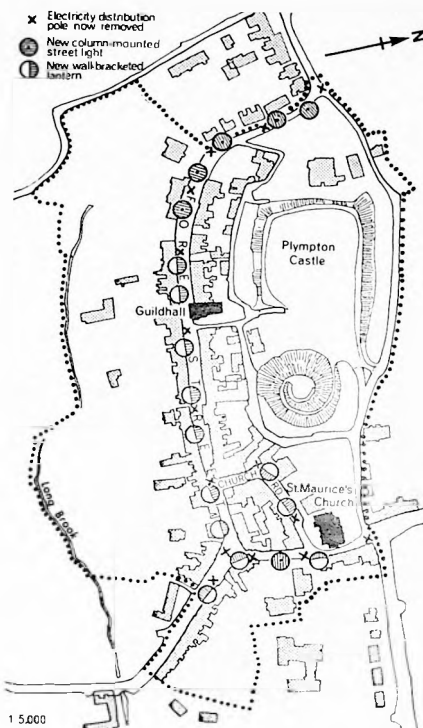
The Electricity Board did all the work, acting as the Local Authority's agents for the street lighting; they negotiated wayleaves with property owners, whose cooperation was encouraged by the Civic Association. The new network allows for ten years' load growth. Coordinating with Gas and Water Boards, all foreseeable repairs were done concurrently; the streets' surfacings should now remain undisturbed for several years. The Post Office were able to contribute a small proportion of possible improvements in the course of normal maintenance. Ex-gas lights could not be used, as the phasing of conversions in Plymouth was delayed; an alternative design recommended by the City Planning Officer was agreed upon. Work took from Autumn 1969 to Spring 1970.

Work done

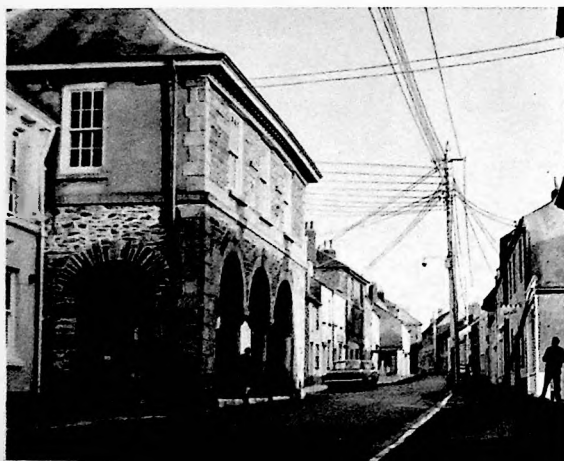
900 m of low tension overhead electricity lines dismantled and replaced with 90 m of underground cables and services; 15 associated poles removed. Weak points in system strengthened with appropriate sized cables. 12 Georgian type lanterns bracketed from buildings; where none of suitable height or proximity to pavement, modern pole-mounted fittings (6 in all) installed. Lamps are approx. 5.6 m above the ground, spaced 30 m–45 m apart. Pavement tiles, a feature of the Conservation Area, preserved and replaced.

Costs

Undergrounding and removal of poles £10,860; however a saving of £950 was made on repairs otherwise needed to the overhead system. New street lighting, including installation, £1,463 (£700 would normally have been spent resiting lamps which had been fixed on electricity poles).



▼ The rank of tall unsightly poles and cats-cradle of overhead wires have been removed. New street lights are bracketed from houses. The Guildhall, Listed Grade II and now being restored by the City Council, is one of four buildings in Fore Street with upper floors carried over the pavement on pillars. A slight curve and irregularities in building line contain the street space A & B



reorganise street lighting

Thorpe le Soken, Essex

Thorpe le Soken's skyline used to be obstructed by a mesh of criss-crossing overhead wires; these ran between poles of great variety and height, which not only obstructed pavements but had been strutted and augmented with extensions. Although Post Office telephone trunk lines had been undergrounded several years before, some of the massive cross-treed poles remained. Following designation of the Conservation Area, the Eastern Electricity Board agreed to carry out one of their amenity schemes to underground services and remove associated poles. However the work could not be undertaken in isolation as both street lights and telephone wires were fixed to the Board's poles, also traffic signs, bus stop indicators etc. The County Planner sought the cooperation of all Statutory Undertakers involved and, as well as removal of wirescape and general elimination of street clutter, a new sympathetic lighting scheme has been achieved.

Architectural and townscape value

Thorpe le Soken is a small village stretched out along its High Street; this, the B1033, is the main route between Colchester and the seaside resorts of Frinton and Walton. The A136 crosses and forms its eastern end. Houses and shops are articulated by the gently curving street, which is dominated by St Michael's Church tower to the south. Most buildings have 18th or 19th century facades, older structures having been refronted in this period. 7 properties in the High Street are Listed Grade II, 17 are now on the Local List and there are other 19th century houses also in the Georgian tradition.

Implementation

The County Highways Committee agreed to replace the existing tungsten lights with a modern lighting system. In consultation with the County Planner, the County Surveyor's lighting engineers designed a scheme of Class 'B' standard, as being suitable for this principal road, bearing in mind safety requirements and the character of the area.

The Post Office telephone engineers agreed that, whilst they were making the alterations to their system necessitated by the removal of the Eastern Electricity Board's poles, they would examine and rationalise the distribution wires throughout the village.

The County Highways Department's lighting scheme was installed by April 1970; the Eastern Electricity Board carried out their work between May and December 1970.

Work done

The Electricity Board undergrounded 450 m of their supply; new cables were laid under footpaths on both sides of the road and run neatly up the facades of buildings to connect at existing service entry points. 13 obsolete poles were removed.

19 new street lights installed; in only 3 cases were buildings of sufficient height and bearing strength to carry wall-bracketed light fittings. Elsewhere slender 6 m steel columns were used, painted brown (BS 3.037) to harmonise with the surroundings; the spacings varied between 24 m and 40 m. Columns were sited to be as inconspicuous as possible, close to buildings, in front of trees, behind garden walls.

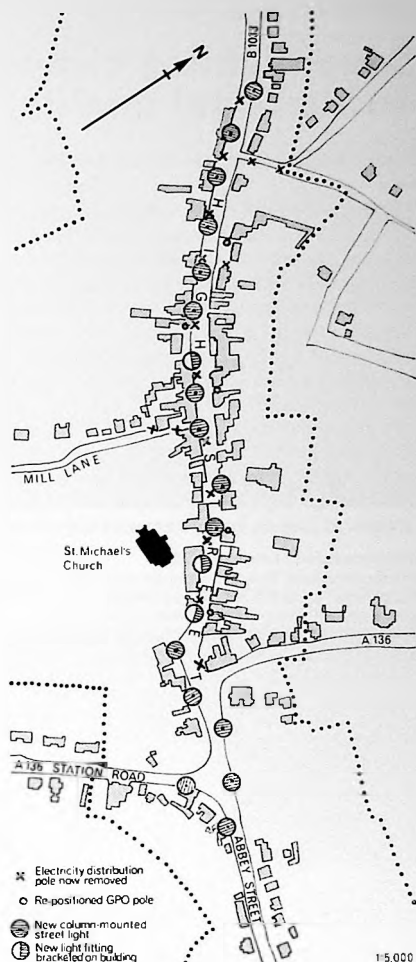
Outreaches, determined by pavement widths, are 0.6 m—2.0 m; the horizontal outreaches exceeding 1.4 m are visually less satisfactory.

The Post Office's 5 new thin distribution poles have also been sited in unobtrusive positions and single overhead wire used, fixed with rings instead of china insulators.

All old traffic signs have been removed and replaced by the minimum number using the designs recommended by the Warboys Committee.

Costs

New lighting, including 19 sodium fittings £2,000
Electricity Board's undergrounding, including removal of poles £8,673
The Post Office's work was carried out as part of normal maintenance.



▼ The High Street has new slender lights, some wall-mounted, and a sky free of overhead wires



Street lighting complements architectural quality

Northumberland Street, the Mound and Royal Mile, Edinburgh

The character of Edinburgh's historic areas varies according to the period when they were developed. The City Corporation Lighting Department's relighting programme acknowledges this. In parts of the 19th century New Town, original wrought iron lamp standards, entrance overthrows and brackets still exist; these have been retained where possible, lamps converted from oil to electricity and missing fittings replaced by specially made reproductions; the Mound and, more recently, Northumberland Street are examples.

A dramatic, contrasting form of lighting was introduced for the whole length of the more ancient Royal Mile. It uses neat wall-mounted fittings at high level which do not interfere with the buildings' daytime appearance. The illumination achieved (approx. 42 lumens/sq m) compares with Group A codal practice.

Architectural and townscape value

Northumberland Street, on an east-west axis, is typical of Georgian Edinburgh; Listed Grade A, the terraced houses are stone, 3 storeys, with panelled doors, sash windows and basement railings.

The New Town was linked to the Royal Mile by South Bridge and the Mound; the latter carriageway winds steeply uphill between public gardens, from the Royal Scottish Academy (Listed Grade A) in Princes Street, to Bank Street.

The Royal Mile, spine of the medieval city, follows the ridge climbing up from Holyrood Palace to the Castle Rock; it comprises Abbey Strand, Canongate, High Street, Lawnmarket and Castle Hill. Among Grade A structures in the Mile are St Giles Cathedral, John Knox's House and the Mercat Cross; many others are Graded B. Stone buildings, often as high as 7 storeys, date from the 17th century to present day, and contain the elongated space. The road varies in width from 9 m to 26 m and is surfaced in granite setts west of Canongate.

Implementation

The Mound lights were installed in 1959. Northumberland Street Residents' Association cooperated to secure a similar scheme done in 1971. As the Lawnmarket presents most of the conditions found elsewhere in the Royal Mile, its new lighting was tried out here in August 1964; the scheme was extended to the whole length of the Mile, including Bank Street and part of Parliament Square, in 1965. Where the road is narrower, lights occur only on one side; none are mounted on important buildings, but fittings on opposite buildings have been angled to illuminate them, picking out features such as the clock on St John's Tolbooth Church.

Work done

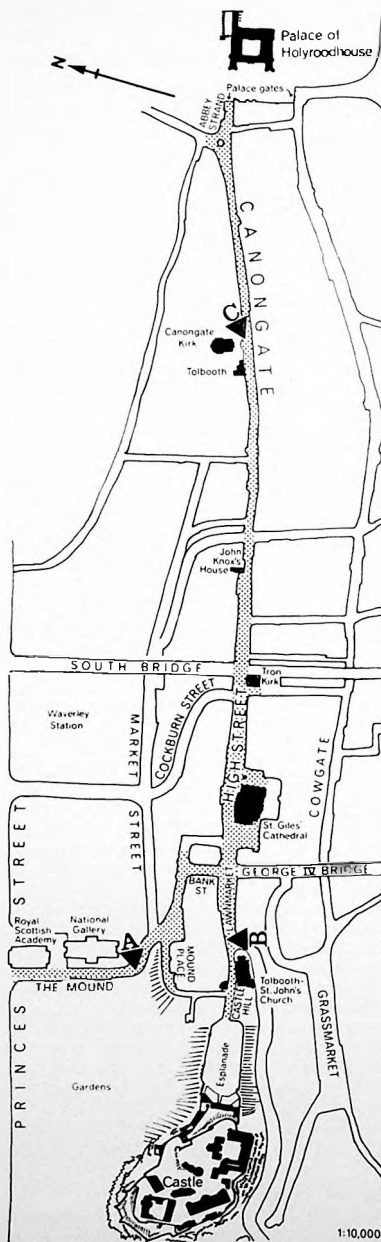
Northumberland Street: 34 replica cast iron columns supporting 400 mm diameter sheet metal work lights with plastic bowls; 125 watt mercury vapour lamps giving a white light. Overall height above pavement 4 m; 12 m-16 m apart.

The Mound: 49, 400 mm diameter lights with bowls and 35 watt sodium lamps; fixed to standards of an original design, spaced 8 m-12 m on both sides of the road; overall height 4 m.

Royal Mile: Tungsten halogen fittings, 132 of 750 watts and 9 of 1,500 watts, mounted on buildings at heights of 12m-16 m above pavement level; 8-20 m apart depending on street width; doubled at street corners, fittings are approx. 380 mm x 255 mm, projecting up to 650 mm from wall face; 45° cut-off; angles adjusted on fixing.

Costs

Northumberland Street: Maintenance £270 p.a. Installation £4,000; the Residents' Association contributed £1,400 towards the capital cost.
The Mound: Maintenance £275 p.a. Installation £5,520 } costs updated
Royal Mile: £6,000 p.a. £11,250 } to 1971 prices.





▲ The Mound is lit by traditional lamps on columns integral with railings A

◀ Small lights fixed high on buildings the length of the Royal Mile B

▼ The illumination achieved clearly shows the quality and detailing of buildings in the Canongate C



Forest of aerals reduced by television relay system

Marlborough, Wiltshire

In areas where reception is difficult, television aerals may not be able to provide all channels or produce such a clear picture as direct linkage to a relay system. Marlborough's location in the Kennet valley restricts reception. A relay system has been introduced which greatly improves viewing, but makes no limitations on the types of set used. It also obviates the need for the numerous lofty aerals which so often mar the skyline of historic towns. Most central streets in Marlborough, which still have residential use interspersed between shops and commercial premises, are now virtually clear of aerals. In two of their own new housing schemes, the District Council have paid the capital cost of installing the system (normally covered by the relay firm), on condition that no connection charges are made to individual subscribers; outside aerals are banned as a condition of tenancy.

Architectural and townscape value

The elongated space of Marlborough's High Street lies on the north bank of the River Kennet, under the edge of Marlborough Downs. The A4 passing through the town created a tradition of travelling facilities; many houses and inns fronting the main streets date from the 16th century. The Town Hall and a large number of other buildings are Listed Grade II. St Peter and St Paul's Church, with its fine Perpendicular spire, forms a focal point at the west end of the High Street. Most of the residential areas lie to the east end of the town, including the quiet greens behind St Mary's Church. Marlborough is a proposed Conservation Area.

Implementation

The scheme was started in 1960, under licences issued by the G.P.O. It has been extended several times and now has over 450 subscribers (including hotels in the High Street), representing more than a third of the number of televisions in the town. Not all existing residents were persuaded to join, as much of the housing is on the outskirts and higher ground where reception is easier, but new connections have often been made with changes of ownership.

It is now possible to run a single line cable, tapping from it at random; once installed, extra connections from the cable are simple.

When restrictions on aerals are imposed on house purchasers in new private developments, early cooperation assists the relay company who usually take the initiative in installing the system. Their cables can then be laid at the same time as other services on site.

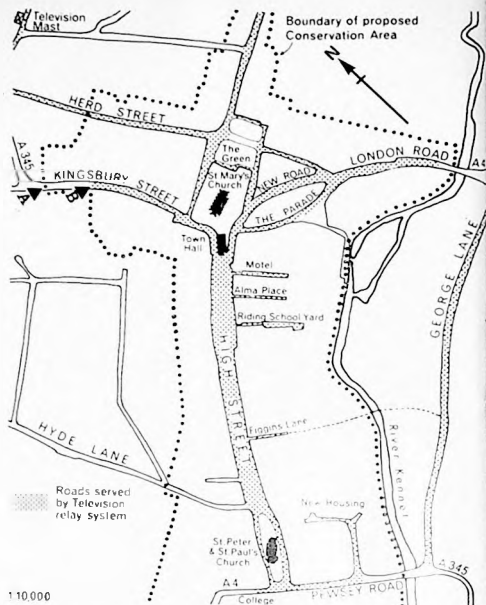
Work done

Master television aerial, 27 m high, positioned on Marlborough Downs to the north east of the town centre, approximately 160 m above sea level. Low voltage mains-fed cable links to mast. Cables concealed wherever possible, running underneath building eaves; when poles required, these have been kept behind buildings; some undergrounding as necessary, but this presents maintenance problems and it is undesirable for the relay cable to cross other underground services. Connections to individual properties as required and obsolete aerals removed wherever possible. In all 8 main repeaters, 300 mm square x 75 mm deep, fixed on buildings with owners' cooperation, siting them as inconspicuously as possible. 50 booster repeaters, 100 mm square, installed at approx 270 m intervals.

Costs

Installation of television mast undertaken by the relay company, also laying of main cables except where other arrangements agreed with the District Council or development company. Except in cases where it was already taken care of by the District Council, the connection charge for subscribers is £5. Weekly rental is 12½ pence.

Existing aerals removed free of charge at the time of linkage to service.



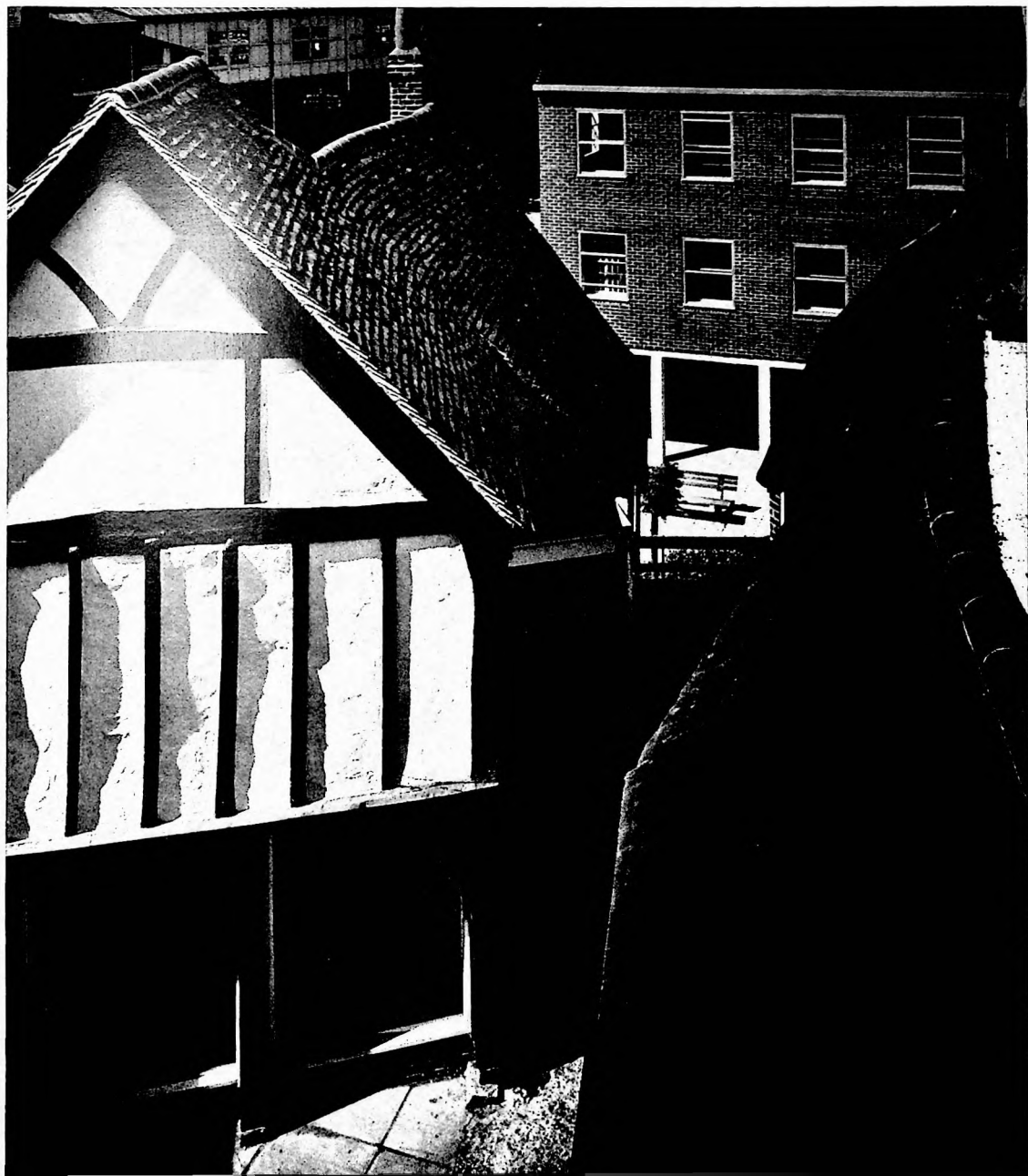
▲ The upper part of Kingsbury Street is not served by the television relay system A
▼ it is installed lower down the hill and here the plethora of aerals ceases B



New development opens up backland

Curfew Yard, 12 Thames Street, Windsor, Berkshire

▼ A sequence of spaces between old and new buildings has been opened up behind the main street frontage. A



Instead of rebuilding on the narrow frontage of the old property facing Windsor Castle, the existing structure of No. 12 Thames Street has been restored and brought back to full use. This was made an economic proposition by opening up a public access passage at ground level through to the rest of the site, which was formerly neglected and overgrown; it also enabled new development to take place behind the frontage building without visually affecting the continuity of the street scene.

With the exception of two shops on to Thames Street, the premises are all now used for offices, the development company responsible for the project itself occupying the top floor of the new building.

The scheme fully exploits the steep fall on the site; a varied sequence of tight and broader spaces, including a sunken garden courtyard, step down the hill to a private car park which has vehicular access from roads at the lower level.

The scheme received a 1971 Civic Trust Award.

Architectural and townscape value

Thames Street curves up round the outside of the high grey Castle walls. The corner of the Castle site opposite No. 12 is commanded by the Curfew Tower, with its clock and steep domeried tile roof; it can be seen from the newly created Curfew Yard (as the scheme is called) and dominates the rear view of haphazard multi-shaped buildings piling up the hill from the flat land by the River.

Buildings on the one side of Thames Street are of all periods and styles; some, including No. 12, are Listed and although refronted have medieval structures. Heights are generally similar, 3 storeys, with pitched tiled roofs; a continuous eaves line steps unit by unit up the hill.

Recent repainting in the town centre, a Conservation Area, continued the trend established in 1961, when Windsor set a national example, demonstrating what coordination in street improvements could achieve. The redecorated facade of No. 12 contributes to the general improvement. Entering via the narrow passage from Thames Street, the changes in level and mixture of building materials—old and new brickwork, black timber framing with white-painted rough-cast infill panels—contribute to the interest and variety of Curfew Yard's spaces. The new office building not only fronts the new garden courtyard, but also faces outwards and overlooks the car park and proposed new service road.

Implementation

The developer acquired the site in 1967, realising its potential despite the narrow frontage. The work began on site in October 1968 and was finished March 1970. The accommodation provides one large and one small shop area and four office suites. Fitting out by the individual tenants and letting took about a year to complete. Outline planning permission has been obtained to extend the project in a similar way on an adjoining site.

Work done

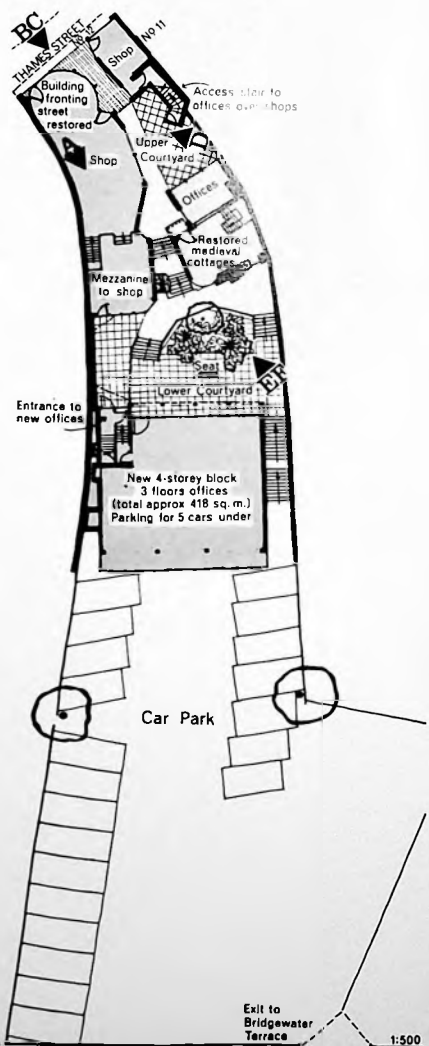
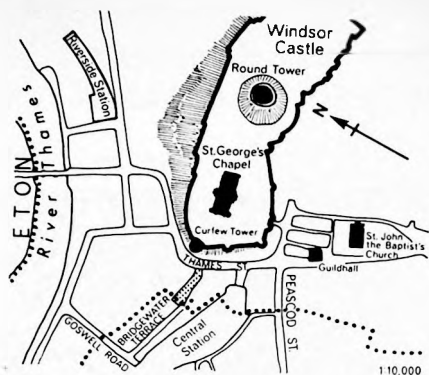
Removal of the whole existing ground floor of No. 12; replacement with new supporting structure, central access passage left open to back area; upper two floors completely renovated, new staircase built on for access. Ruined medieval cottage completely restored, re-roofed and timber-framing repaired. New 4-storey brick buildings, with double gable roof constructed, lowest level being left open for car parking. Intermediate spaces paved and linked by steps going downhill away from Thames Street; lower courtyard planted with a tree and shrubs.

Costs

Scheme, including landscape work, but excluding purchase of land and existing buildings, fitting out of offices (except 2nd floor of new block) and shop fitting—
£55,626
(of this, £21,270 is attributed to alterations and additions to existing buildings and the remaining £34,356 to the new office block).

Architect

Edgington, Spink and Hyne, Windsor.





▲ No. 12 Thames Street was in poor condition; it has now been renovated, with new shops at ground level and upper floors let as offices B & C



A passageway has been made through from Thames Street D ▶



▼ Derelict historic buildings discovered behind frontage properties have been fully restored and converted to offices and a pleasant courtyard created E & F



New Town revives old town

High Street, Fore Street, Market Street; Old Harlow, Essex

Old Harlow, 3Km from the heart of the New Town, had declined as a village centre; in the narrow High Street vehicles conflicted with shoppers. A new road hierarchy and the injection of new development have now restored the area's vitality. Gaps in street frontages have been filled; surroundings of buildings improved with better access, parking facilities and landscaping. Several older properties needed modernisation or conversion to new uses. The paved-over High Street will have 28 shops (some with flats or offices above), housing, a branch library etc; it is now a lively district shopping centre and won a Civic Trust Award in 1971. The Development Corporation have infilled back areas around the Old Town with new terraced housing. North of Market Street converted buildings (Civic Trust Commendation 1971) provide graduate student facilities for the Harlow Campus of Newfoundland's Memorial University. The policy of retaining existing character anticipated the 1969 designation of a Conservation Area covering this part of Harlow.

Architectural and townscape value

With new buildings marking the east end of the High Street, the precinct continues across London Road into Fore Street; the space then opens out to join Market Street; an island of recently restored houses partly closes the west end. With irregular eaves and skyline, formed by pitched tiled roofs broken with dormers and gables, buildings represent all periods from 16th-20th century. Some early structures have oversailing upper floors; many properties have much altered elevations with modern shop fittings; those refronted during the 18th and 19th centuries have vertical sash windows.

New buildings, though of modern construction, respect the diversity of periods and styles; visually, blocks have been broken up into smaller linked units; dormer windows lower eaves; varied roof forms echo existing.

The traditional material is rendering; in Old Harlow, the use of a single colour aims to help new buildings harmonise with older ones.

Implementation

Work in Old Harlow by the Development Corporation began in Fore Street in 1963. Traders were persuaded to cooperate in the High Street's pedestrianisation. The Development Corporation negotiated purchase of all but one of the properties here and no compulsory powers were used. Costs of conversion and improvement works were translated into increased rents which were agreed with each tenant on the basis of 21 year leases. The majority of shops are still occupied by the original traders. New housing, shops, garages, roadworks, paving and car parks were financed in the same way as other New Town work.

Paving over of the High Street Precinct was completed by December 1970.

Work done

Major through traffic taken out of Old Harlow with construction of a by-pass, part of the New Town's Master Plan. Local traffic diverted from the shopping part of the High Street, via a loop road to the south. Service roads made immediately behind buildings on both sides of High Street. Car parks constructed with pedestrian links through alleys to shopping precinct. Frontage properties improved and converted for new rear delivery access; thereafter High Street closed to traffic and paved over. Fore Street also flagged over. Car parks, screened with walls and trees, created between Fore Street and Market Street. Restorations carried out; new housing and infilling buildings constructed.

Architects

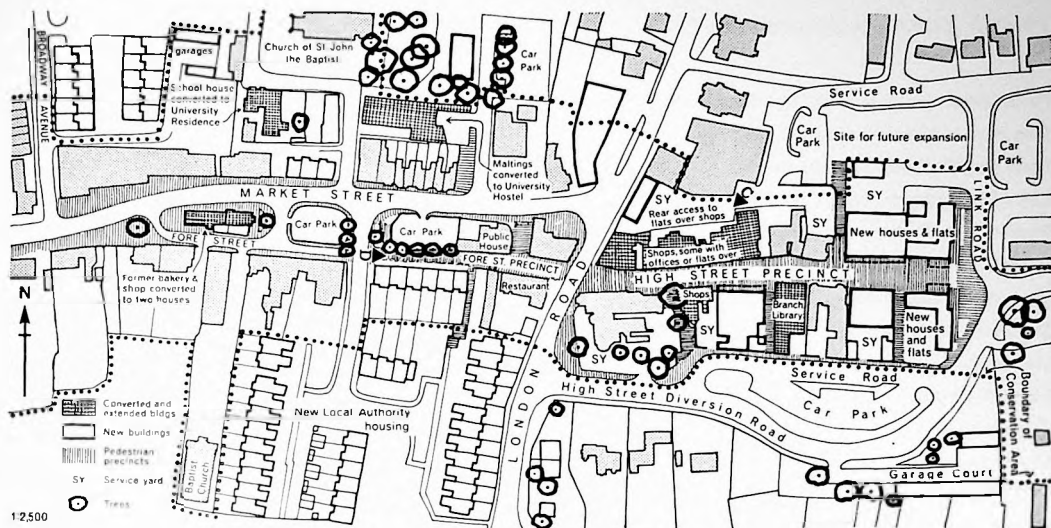
Frederick Gibberd & Partners, in consultation with Harlow Development Corporation.



▲ Rear first floor entrances to flats over shops C

▼ New houses and trees in Fore Street Precinct D





◀ Looking west up the High Street Precinct before and after pedestrianisation A & B

▼ Infilling redevelopment in the High Street includes shops, houses and flats. The eastern limit of the Precinct is marked by buildings with upper floors projecting in front of other street elevations E



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Derek Evans, Hereford 4B
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Lancaster City Architect's Department 5B
Monmouthshire County Council 8A
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This is the second booklet in a series on aspects of conservation. The first, 'New Life for Old Buildings', was concerned with new uses for historic buildings and this one shows the improvements that can be made to the surroundings of the buildings and the whole environment of historic areas. A third booklet will illustrate examples of new architecture, where neighbourliness is important.

Cover drawing: Commercial Street, Leeds, after pedestrianisation

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